



Architectural Survey and Evaluation Report

SR I, Little Heaven Interchange

**South Murderkill Hundred,
Kent County, Delaware**

Volume I

March 2005



Prepared for:

**Delaware Department of Transportation
P.O. Box 778
Dover, Delaware 19903
and
Century Engineering, Inc.
4134 North Du Pont Highway
Dover, Delaware 19901**



Prepared by:

**A.D. Marble & Company
375 East Elm Street
Suite 200
Conshohocken, Pennsylvania 19428**

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ABSTRACT

A.D. Marble & Company of Conshohocken, Pennsylvania conducted an architectural resources survey and evaluation for proposed improvements to the US 113A and US 113/SR 1 Interchange in the community of Little Heaven and extending south to the intersection of Barratt's Chapel Road and SR 1. Little Heaven is located north of the town of Frederica in South Murderkill Hundred, Kent County, Delaware. The study is part of the SR 1 Corridor Capacity Preservation Program and was performed for Century Engineering, Inc. and the Delaware Department of Transportation (DelDOT). The intent of the proposed undertaking is to alleviate vehicle congestion on Bay Road (SR 1/US 113) and its intersections with Bowers Beach Road, Skeeter Neck Road, Mulberrie Point Road, Clapham Road (US 113A), and Barratt's Chapel Road.

The Preferred Alternative includes shifting the northbound lane of SR 1 to the east of the existing SR 1 roadway corridor. A second lane will be constructed to the east of the proposed northbound lane. This second lane will allow traffic traveling in the northbound lane of SR 1 to exit to US 113A northwest of the SR 1/Mulberrie Point Road intersection. Other areas of proposed improvements include: the intersection of Mulberrie Point Road and SR 1; the existing intersection of SR 1 and US 113A; and a section of the SR 1 south from the Bowers Beach Road intersection and extending to the intersection of Barratt's Chapel Road.

There were 41 sites surveyed in the in the project study area. Fourteen of these had been previously identified and of these, seven were found to be demolished, so survey update forms were completed for these properties. In addition, an eighth resource, the Appel Marine Property, was newly surveyed for this project but was demolished during the course of the project. The Jehu Reed House (Cultural Resource Survey (CRS) #K-137), was previously listed on the National Register of Historic Places. Although the Jehu Reed House has suffered some physical deterioration, the Jehu Reed House maintains good historic architectural integrity and A.D. Marble & Company advises that it will continue to meet the eligibility criteria established by the National Park Service (NPS) (NPS 1997). If the proposed undertaking produces visual and/or other indirect or direct impacts to the Jehu Reed House, a definitive National Register boundary may need to be established for this resource.

None of the other 40 resources had been previously evaluated for National Register eligibility. As a result of this survey, conducted in Fall and Winter 2003 and Spring and Summer 2004, the Mt. Olive School is recommended eligible for listing in the National Register of Historic Places under Criteria A and C. The remaining 39 properties are recommended not eligible for listing in the National Register of Historic Places.

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1.0 INTRODUCTION



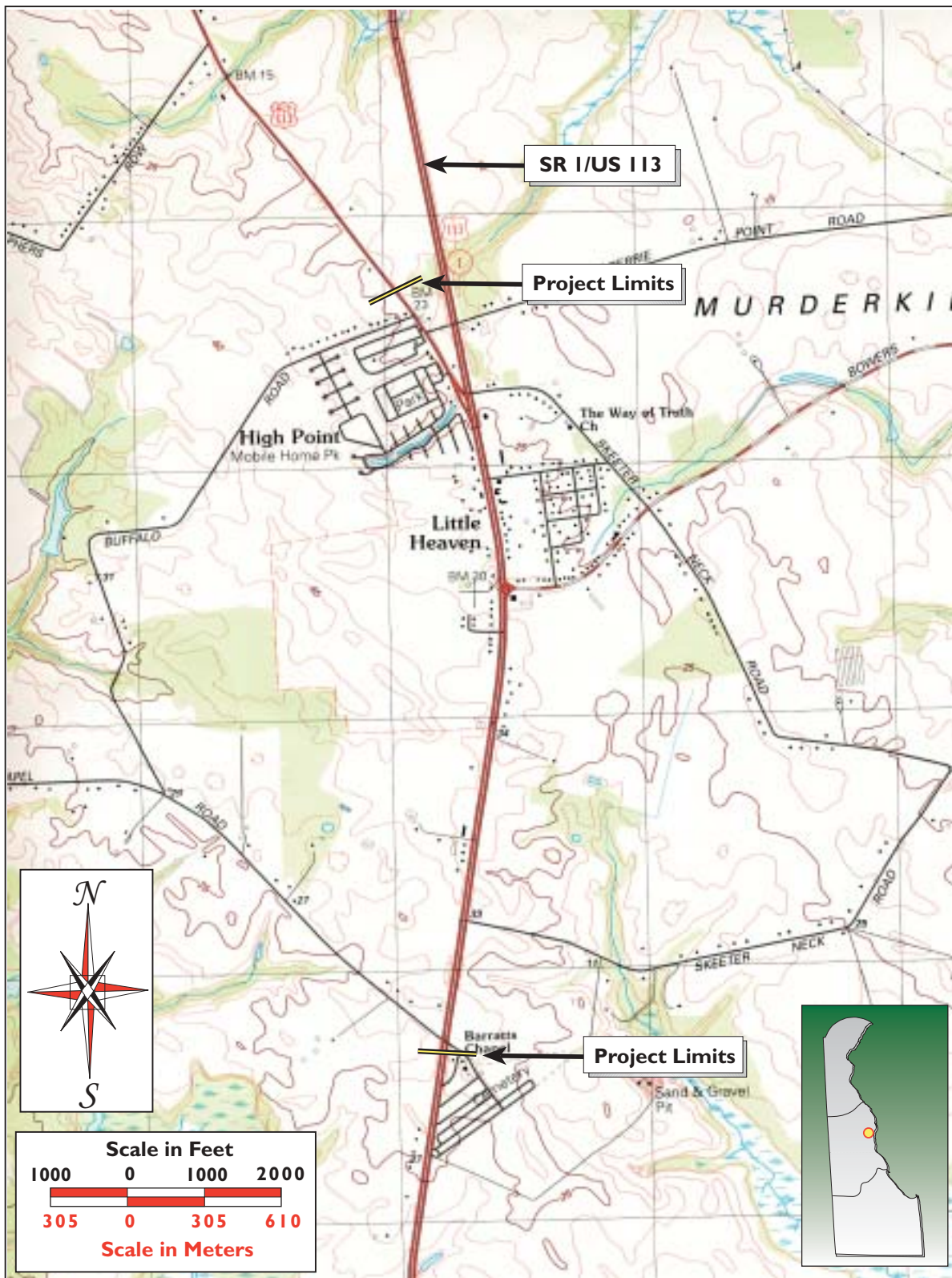
1.0 INTRODUCTION

This report presents the results of an architectural survey and evaluation conducted in response to certain road improvements proposed by the Delaware Department of Transportation (DelDOT) in the community of Little Heaven and extending south to the intersection of Barratt's Chapel Road and SR 1 in South Murderkill Hundred, Kent County, Delaware (Figure 1). The study is part of the SR 1 Corridor Capacity Preservation Program, and was performed for Century Engineering, Inc. and DelDOT. The intent of the proposed project undertaking is to alleviate vehicle congestion on Bay Road (SR 1/US 113) and its intersections with Bowers Beach Road, Skeeter Neck Road, Mulberrie Point Road, Clapham Road (US 113A), and Barratt's Chapel Road.

The Preferred Alternative includes shifting the northbound lane of SR 1 approximately 200.0 feet to the east of the existing SR 1 roadway corridor. A second lane will be constructed approximately 100.0 feet to the east of the proposed northbound lane. This second lane will allow traffic traveling in the northbound lane of SR 1 to exit to US 113A approximately 1,100.0 feet northwest of the SR 1/Mulberrie Point Road intersection. Other areas in the project design include improvements to the intersection of Mulberrie Point Road and SR 1, the existing intersection of SR 1 and US 113A, a section of the SR 1 southbound lane extending approximately 2,300.0 feet south from the Bowers Beach Road intersection, and continuing south to the intersection of Barratt's Chapel Road. The architectural study area for the Little Heaven Interchange project area was initially based upon the right-of-way limits for several proposed interchange locations as presented by Century Engineering, Inc. and later expanded as the alternatives were refined.

Much of the roadway margins in the project area have changed, especially along US 113 where the road has been widened from a two-lane to four-lane highway. Due to the widening, some of the commercial and residential structures were moved further from the roadway. The initial construction and later shifting of some buildings, parking areas, and roadways has changed the setting immediately along SR 1 in Little Heaven. Today, there are scattered buildings near to and set back from the road in Little Heaven, with primarily small residences being located along Bowers

Figure I
Project Location Map
 SR I, Little Heaven Interchange
 South Murderkill Hundred, Kent County, Delaware



Map Source: USGS Topographic Quadrangle; Frederica, DE, 1993

Beach Road and between Fourth through Front streets on the eastern side of the project area. There are several operating commercial establishments on the west side; most of those on the east side are no longer in operation. A mobile home park is located on the west side of the project area in Little Heaven. Between the community of Little Heaven and Barratt's Chapel Road, much of the land is agricultural, and there are several mid- to late-twentieth-century residences on the east side of the road.

1.1 Scope of Work

The Scope of Work (SOW) consisted of the identification and evaluation of historic buildings or structures of 50 years in age or older on the east side and 45 years of age on the west side within the Area of Potential Effect (APE). Each of the 41 properties were documented and evaluated for levels of historic and architectural significance in order to determine their potential to meet criteria for listing in the National Register of Historic Places. The locations of these properties are depicted in Figure 2.



Figure 2: Historic Resources
SR 1/Little Heaven Interchange
Kent County, Delaware

Tax Parcel	Extant Buildings
Limits of APE	Buildings No Longer Standing
K-2680 = CRS Number	
National Register Listed	

2.0 METHODOLOGY



2.0 METHODOLOGY

2.1 Background Research

Prior to any field surveys, the files of the Delaware State Historic Preservation Office (DESHPO) were examined for previous survey work. With the exception of the Jehu Reed House, which is listed in the National Register of Historic Places, no properties within the study area have been evaluated for National Register significance. After an examination of previous survey work, the University of Delaware (main library) was checked for books and archival materials that could be used in the development of background history and historic contexts. Individual property research for each property was conducted at the Kent County Courthouse in Dover, Delaware. Other repositories visited for property-specific research included the Hagley Eleutherian Mills Museum and Library in Wilmington, Delaware and the Delaware State Archives in Dover, Delaware.

2.2 Field Survey

After conducting background research, a field survey was carried out to: 1) identify the range of historic resources within the current study area; 2) locate properties that could be potentially eligible for listing in the National Register of Historic Places; and 3) field check those properties that were previously listed or determined eligible or not eligible for listing in the National Register. At the request of DelDOT, A.D. Marble & Company surveyed properties dated through 1960 on the east side of SR 1, and properties dated through 1954 on the west side of SR 1 (Hahn, personal communication 2003).

In order to be eligible for listing in the National Register of Historic Places, a resource (e.g., building, site, structure, object, or district) must meet the 50-year age criterion, or meet the criteria consideration for properties achieving significance within the last 50 years. Resources 50 years of age or older were documented for this project. In addition to meeting the age consideration, resources must also meet the Criteria for Evaluation (36 CFR § 60.4) as stated in *National Register Bulletin, How to Apply the National Register Criteria for Evaluation*:

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and

objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

- a. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- b. that are associated with the lives of persons significant in our past; or
- c. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d. that have yielded, or may be likely to yield, information important to history or prehistory. (National Park Service [NPS] 1997)

A property must also retain sufficient integrity from its period of significance. Expected resource types and general guidelines for National Register evaluation are included within the Summary of Historic Property Types in this report (Section 5.0).

A.D. Marble & Company conducted the initial field view in Fall 2003 and the historic resources survey in Fall and Winter 2003 and Spring and Summer 2004, which included an examination of all those buildings located on tax parcels within the study area. Historic maps were used to determine approximate dates of construction for resources identified during the initial field view. Those properties that were previously evaluated for National Register eligibility were also identified on the field mapping.

During the course of fieldwork, sketch maps and descriptions of each resource were prepared, and resources were photographed using black-and-white, 35mm film. Color digital photographs were also taken as a supplement to the black-and-white film photography. DESHPO Cultural Resource Survey (CRS) forms were filled out manually in the field, and this information was later entered into computerized forms.

For the Jehu Reed House, which was listed in the National Register of Historic Places in 1973, only a CRS update form was completed because the University of Delaware Threatened Buildings Survey produced a written study along with measured drawings for this property (Davis, personal communication 2003). On the advice of the DESHPO, a CRS Survey Update form was completed for the property, and the property was re-photographed in order to show current conditions (Davis, personal communication 2003). For the Mt. Olive School (CRS #K-2685),

a Determination of Eligibility (DOE) form was completed in addition to the CRS forms.

2.3 Expected Property Types

Under the Delaware State Plan (Ames et al. 1989; Herman et al. 1989), six general historic property types were anticipated for this project. These resource types relate to the areas of: 1) Architecture; 2) Agriculture; 3) Commerce/Retail, 4) Transportation; 5) Religion; and 6) Education. Expected property types are described further in Section 5.0 of this report.

3.0 AREA OF POTENTIAL EFFECT



3.0 AREA OF POTENTIAL EFFECT

The APE includes resources that may be “directly or indirectly impacted by project activities, including acquisition of property, property easements, and/or visual and audible effects” (36 CFR Part 800: Protection of Historic Properties). For the purposes of Section 106, the APE is defined as “the geographic area within which an undertaking may cause changes in the character or use of historic properties, if any such properties exist” (ibid.). The APE for historic resources in the SR 1/Little Heaven Interchange project is shown in Figure 2. The APE was developed in consultation with DelDOT and the DESHPO on behalf of the Federal Highway Administration (FHWA). In general, the APE included properties located immediately along SR 1. At most of the intersection locations (including Mulberrie Point Road, Skeeter Neck Road, Bowers Beach Road), the APE was extended to include one to two additional parcels. Photographs 1 through 4 depict the character of the study area within the APE.

3.1 Previously Surveyed Architectural Resources

Within the project APE, 14 resources have previously been documented (see Table 1 and Figure 2). In addition, there are two other previously surveyed resources that are in the project vicinity, but not in the APE proper: CRS #K-2686 on Clapham Road and CRS #K-2730 Mt. Olive Church. These properties, located on the west of side Skeeter Neck Road, are mentioned herein to provide a general contextual setting for historic buildings in the project area. Of all the previously surveyed properties that are still standing, the Jehu Reed House is one of the few that are occupied; most others have been abandoned or otherwise appear to be unused.

Of the 14 previously surveyed properties, seven have been demolished since the CRS forms were filled out in the early 1980s. Since these properties contained no standing buildings, only CRS update forms were prepared for them. For some of the resources that were no longer standing, no original CRS forms and/or no original photos could be found at the DESHPO office; therefore, little is known about the former appearance of these resources. Another resource, the Appel Marine Property (CRS #K-7353), was surveyed for the first time during this project, but it was demolished shortly thereafter.



Photograph 1: SR 1 near Skeeter Neck Road, view looking northwest (November 2003).



Photograph 2: Bowers Beach Road and SR 1, view looking north (November 2003).



Photograph 3: SR 1, view looking northeast (November 2003).



Photograph 4: SR 1, view looking west (November 2003).

Table 1. Previously Surveyed Architectural Resources in APE and Surrounding Project Area.

CRS # <u>Western</u> <u>Side</u>	Resource Name; Street Address or Location	Resource Type	Age (approximate)	Comments
K-2726	6961 Bay Road	Farm; Residence	ca.1865	Standing, occupied
K-2685	Mt. Olive School/ Mt. Olive Colored School	African American School	ca. 1923	Standing, no longer used as a school.
K-6778	Cain's Furniture; west side of SR 1	Former Service Station	ca. 1920	Standing, unoccupied
K-137	Jehu Reed House; 7585 Bay Road	Residence/mansion; former farmstead	ca. 1770 and late 1860s	Occupied; Listed on NR
K-2686	Clapham Road (out of APE; did not survey)	Farmstead	Nineteenth century	Occupied
K-2738	Northwest Corner Barratt's Chapel Road and SR 1	Residence, Foursquare Type	ca. 1915	Demolished
<u>Eastern</u> <u>Side</u>				
K-2723	North side of Skeeter Neck Road (no address, vacant land)	Farmstead	Nineteenth century	Demolished
K-2700	223 Mulberrie Point Road	Residence	ca. 1885	Occupied
K-2722	North side Skeeter Neck Road	Residence/farmstead	Late nineteenth cent.	Demolished
K-2731	West Gray; off of Skeeter Neck Road	Residence/farmstead	Nineteenth century	Demolished
K-6716	7682 Bay Road	Residence	ca. 1946	Standing
K-2725	Northeast corner Bower's Beach Road and SR 1; just to north of CRS #K-2724	Gas station with garage and carport	ca. 1925	Demolished
K-2724	Northeast corner Bower's Beach Road and SR 1	Residence/Bungalow	Mid-twentieth century	Demolished
K-6777	Southeast corner Bowers Beach Road and SR 1	Hardware Store	ca. 1930s	Demolished
K-2727	Northeast corner Skeeter Neck Road and SR 1	Farmstead	Nineteenth century.	Demolished
K-2730	Mt. Olive A.M.E. Church; west side Skeeter Neck Road (out of APE; did not survey)	House of Worship	1906 and ca. 1930s	Standing; not occupied.

Source: CRS files and Photographic Identification Cards; on file at DESHPO, Dover, Delaware.

Photocopies of previously prepared CRS forms for resources within the project APE may be found in numerical order with the current survey forms in Volume II of this report.

4.0 HISTORIC OVERVIEW



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4.1 Regional Historic Setting

The post-contact history of the Middle Atlantic region begins with the explorations of numerous Europeans in North America. In general, the history of Delaware is divided into five time periods, beginning with exploration of the area and concluding with modern urbanization (De Cunzo and Catts 1990). Time periods pre-dating the Exploration and Frontier Settlement (1630-1730) period are not addressed in this report. However, they will be discussed in the forthcoming archaeological report for the SR 1 Little Heaven Interchange project.

4.1.1 Exploration and Frontier Settlement (1630-1730)

Early exploration of the Delaware Bay offered much promise for colonizing the new land. Navigators such as Henry Hudson and Samuel Argall briefly sailed in the Delaware Bay, yet neither man could portend the growth and conflict that would arise in the area. The introduction of Dutch settlements at High Island in 1624 and Lewes in 1631 opened the area to initial colonization, but these outposts did not survive for more than two years (Weslager 1961:11).

In March 1638, the first Swedish colonists in America disembarked at the confluence of the Christina and Brandywine rivers in what is now Wilmington, Delaware (Munroe 1979:21). Peter Minuit, leader of the expedition, safely brought the party across the stormy Atlantic and helped to establish a foothold in Delaware. With his departure in June 1638, Mans Kling guided the growth of the colony and within a few years a church, fort, and farming community evolved to form the first European settlement in Delaware (Weslager 1961:181).

That same year, the Swedish settlers reportedly brought an African servant with them known in court records as “Black Anthony”. Records indicate that Anthony likely held the distinction of indentured servant rather than a slave held for life (Reed 1947:571). During this period, and up until the beginning of the eighteenth century, few differences existed between African-American and Caucasian servants. In Delaware, however, an act in 1700 began to change the status of African Americans. This act imposed harsher penalties on African Americans for offenses, prohibited them from bearing arms, banned them from assembly, and established a separate jury

system for the trial of African Americans. This judicial system instituted a trial conducted by two justices of the peace and six freeholders rather than a jury. Restrictions continued in 1807 when the Delaware State Legislature excluded “Free Negroes” from entering the state.

The presence of this Swedish colony posed a challenge to the Dutch colonial interests in the Delaware Bay area. Peter Stuyvesant, the Dutch governor of New Netherland, resented the Swedish presence in Dutch territory and the fact that Fort Nassau, a Dutch post constructed in 1626, predated the Swedish settlement. As a result, in 1651 Stuyvesant established Fort Casmir, near present-day New Castle. A series of military conflicts ensued, with the victorious Dutch establishing the town of New Amstel (New Castle) near Fort Casmir in 1656 (Weslager 1961:12).

English influence began in the Delaware Valley region in 1664 with the takeover of the Dutch colonies by Sir Robert Carr. Carr, on behalf of James Stuart, Duke of York and Albany, confiscated the lands, houses, and personal possessions of the Dutch officials. Despite the hostile nature of Carr’s actions, the transfer of authority went smoothly. The English leadership sought to maintain existing land ownership, political structure, and trading privileges among the remaining colonists. New immigrants, including English and Scotch-Irish, joined the remaining mixed populace of Swedish, Finnish, and Dutch colonists.

In 1681, William Penn received proprietary rights over Pennsylvania from King Charles II. While the new colony served him well, this province was lacking in one essential detail—access to the ocean. In 1682, the settlement along the St. Jones River were incorporated as St. Jones County and was renamed Kent County soon after. Penn appealed to the Duke of York to give him the land between Pennsylvania and the ocean, and in 1682, the Duke of York conveyed the three Delaware counties, New Castle, Kent, and Sussex, to Penn. Penn’s hold over a newly expanded Pennsylvania, however, was soon tested by disputes between the three Pennsylvania counties and the three Delaware counties. The colonists of the three Lower Counties, generally members of the Church of England, often found themselves in disagreement with the Quaker-majority Pennsylvania counties over voting power, appropriations, and religious character. Political dissension and mistrust eventually lead to a separate government and relative autonomy

for Delaware in Fall 1704. Despite the political rift, social and economic ties were maintained between the Lower Counties and Philadelphia throughout the seventeenth and eighteenth centuries (Munroe 1984).

By the mid-1680s, the population was spreading rapidly; however, the Lower Counties and Kent County in particular saw only modest population numbers, possessing only 99 tithables in the center county (Scharf 1888:1030). Settlement patterns in Delaware shifted from the closely spaced Dutch and Swedish villages along the Delaware River to scattered farmsteads along internal drainages and along emerging roads. Two major drainages near the project area are the St. Jones and Murderkill rivers. Both the St. Jones and Murderkill were navigable for 30.0 and 20.0 miles, respectively, from their mouths at the Delaware Bay (Conrad 1908:661). The word Murderkill first appears on Linstrom's map dating to 1654-1655, as *Mordare Kijhlem*, or Murderer Creek. Murderkill is often written as *Murtherkill* or *Motherkill* in early historic records, and both are a variant of *murder*. Perhaps it is in reference to a slaying of a person or persons long ago. A second possibility to the derivation of the word represents mother, or main stream, below the first fork (ibid.:42). According to Conrad, the first tract of land settled in the area known as South Murderkill Hundred¹ was "Whitewell's Delight" located between the St. Jones and Murderkill creeks at present-day Bowers Beach (Conrad 1908:661).

The tract was located and settled by Francis Whitwell under grant from Governor Edmond Andros in 1676. The land was subsequently patented to William Frampton in 1686, as Dover Peere. The tract contained 1,300.0 acres (ibid.:661). These large plantations were typically made up of a dwelling house and outbuildings with a surrounding patchwork of farmed fields. Structures present at these plantations included small dwellings built of wood or, less frequently, brick. Large portions of the property were likely kept in marsh or woodland for livestock forage. Another large tract in the area was that of "Caroone Manor". This actually consisted of two tracts: "Croone", a 1,200-acre parcel; and "Croone Manor", consisting of 800.0 acres. Joshua Barkstead received a grant for this land between 1683 and 1689. The manor tract contained two villages: Magnolia and Barker's Landing (often referred to as Florence). These communities

¹ South Murderkill Hundred was formed from South Murderkill election district that bore that name from 1855 to 1867 when it was made a Hundred (Conrad 1908:660).

remain today, and are located only one to one and one-half miles northwest and northeast of the project area.

Transportation routes in late-seventeenth- to early-eighteenth-century Delaware were often dictated by natural waterways, as existing roads were few and in poor condition. In 1660, “Herman’s Cart Road”, located between Appoquinimink (present-day Odessa) and Bohemia Manor in Maryland, offered one of a select few overland routes connecting the Delaware Bay to the Chesapeake Bay (Scharf 1888:991). However, water transportation provided a cheaper, more efficient method to transport goods from the remote hinterland to urban markets along the Delaware River. As a result, the port cities of Philadelphia and Wilmington, and to a lesser extent New Castle, grew steadily and took over a dominating commercial role in the growth of Delaware.

4.1.2 Intensified and Durable Occupation (1730-1770)

Delaware witnessed an increase in population and commercial expansion by the middle of the eighteenth century. Small hamlets located along riverine settings and at crossroads underwent rapid growth.

The development of commercial agriculture was reflected in changing farmstead patterns. New towns developed to serve the Atlantic Coastal trade. This expansion accommodated the increase of the settler population and the agricultural commodities that were brought in from the surrounding farms for transport to Philadelphia and Wilmington. These commercial towns, such as Smyrna, Odessa, Dover, and Port Penn, served as focal points for the local society and economy (Ames et al. 1989:47). Maritime-related activities such as ship and boat building, oystering and fishing were often concentrated at these population centers.

Farming remained the most important economic activity in Delaware during the eighteenth century. This activity accounted for 80 to 90 percent of colonial Delaware’s population (Egnal 1975:201). Wheat constituted the primary crop, followed by rye, corn, barley, oats, and garden vegetables. Many farms also contained at least one fruit orchard, with apples and peaches predominating. Livestock husbandry supplemented the income produced from field crops

(Passmore et al. 1978). Land use patterns increased with regard to the tillage of the farm's total acreage. Lands once reserved as forest or marsh were cleared and incorporated into the crop cycle. A system of crop rotation was used on farms, spurring larger harvests per acre. The increased need for larger tracts of land forced new buyers to purchase and cultivate property once reserved as marginal grounds.

One of the earliest established communities in Delaware is the town of Frederica (Figure 3). It is laid out on the part of "St. Collom" that was originally warranted to Benoni Bishop in 1681 as a tract of 1,400.0 acres. It was originally known as "Johnny Cake Landing" and "Indian Point" (Conrad 1908:664-5). The small ship landing gradually grew into a shipbuilding center and homeport for vessels engaged in both coastal and international trade. The town was first surveyed and laid out in lots by John Emerson in 1772. The town was incorporated by the legislature in 1826; however, that charter was repealed, then reissued in 1865 (Bevan 1929:848).

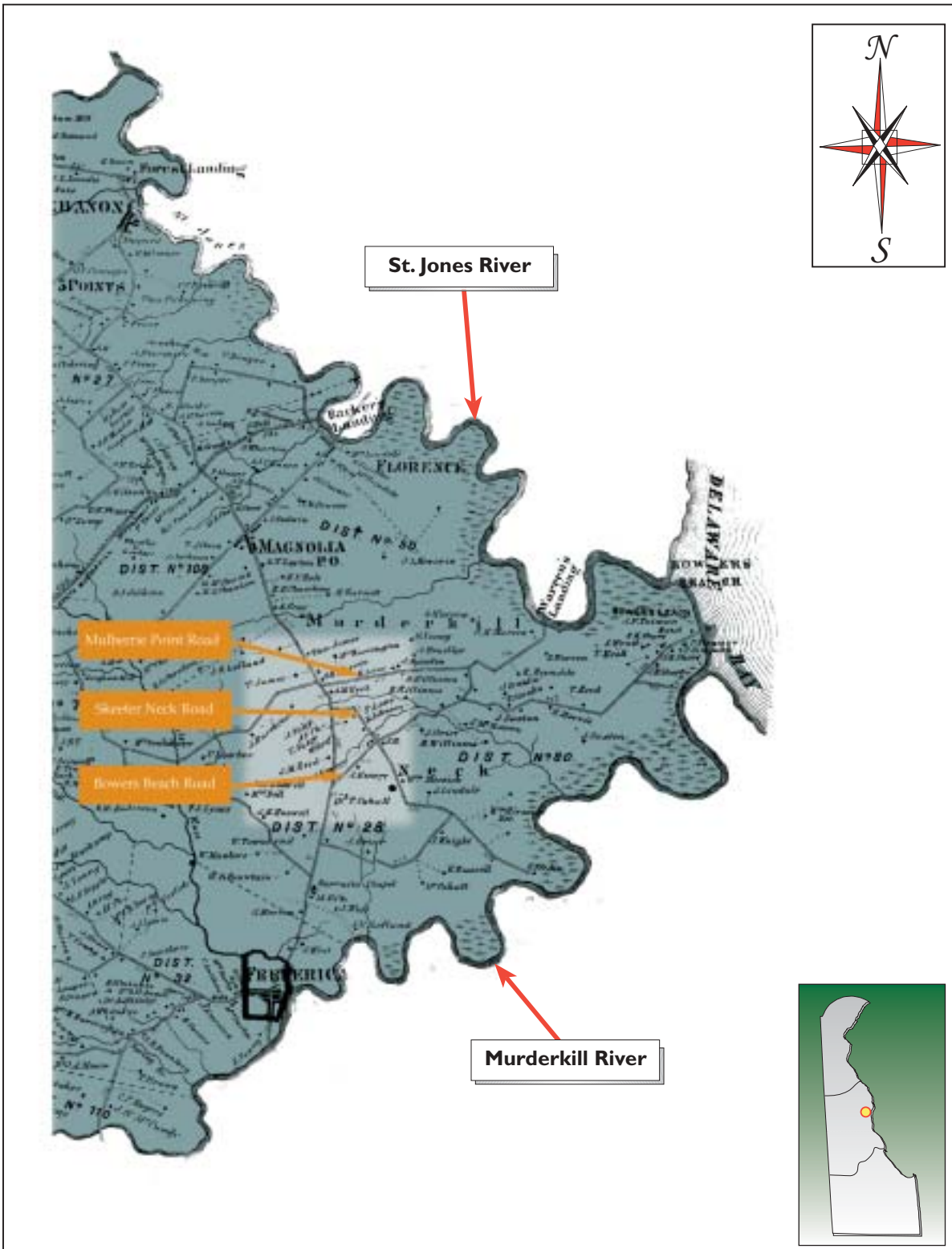
In 1736, the first ship to have been built and launched on the Murderkill was the *Hopewell*, a 10.0-ton sloop. The construction of Schooner-style ships began in the mid-eighteenth century. The port of Frederica continued to expand as a shipbuilding center during the mid- to late nineteenth century, utilizing local white oak and pine. The first steamboat to navigate the Murderkill to Frederica was the *Egypt Mills* in 1857 (Scharf 1888:1160). The construction of the Delaware Railroad created an efficient means of overland transportation through the inland portion of the state, and served to divert shipping away from coastal routes.

4.1.3 Transformation from Colony to State (1770-1830)

Early Swedish settlers quickly recognized the value of the rich soil and favorable climate that the Delaware region offered. The Swedes cultivated tobacco, corn, pumpkins, rye, barley, watermelons, and wild turnips, among other crops (Hoffecker 1977:18). By the eighteenth century, Delaware, along with the rest of the middle colonies, emerged as the "bread colonies" of the New World (Schlebecker 1975:40).

Figure 3
1868 Beers Atlas Showing Project Vicinity Between
the St. Jones and Murderkill Rivers

SR I, Little Heaven Interchange
South Murderkill Hundred, Kent County, Delaware



The American Revolution brought much disarray to the region at the beginning of this time period. British activities on the Delaware River and Bay disrupted the maritime economy of the area, impacting all manner of trade. British, French, and Continental forces passing through Delaware made for disruptive travel to farmer and merchant alike. Social and political unrest in the colony further heightened an already tense atmosphere.

Colonists witnessed a variety of military forces pass through Delaware during the Revolutionary War. British and Hessian troops marched from Cecil County, Maryland and skirmished in the Fall 1777 with American forces at Cooch's Bridge, south of Newark. The American forces were forced to retreat, and the British seized Wilmington. The control of Wilmington shifted frequently throughout the winter of 1777-1778. In 1781, Lafayette's French troops disembarked at Christiana, then proceeded to march west toward Tidewater, Virginia.

After the Revolutionary War, the population of Delaware grew rapidly, while its agricultural productivity dropped. The population of Kent County was estimated at 18,920 in 1790 (Munroe 1993). A decrease in soil fertility, coupled with competition for good farming land and a decline in wheat prices, forced many farmers with small operations to sell off their holdings to larger, wealthier farms. A shift in rural settlement patterns was observed as farms began to move from the older coastal settlements to the upland areas in the middle of the state. Factors such as an improvement in agricultural technology and crop rotation allowed for greater crop yields in these upland fields.

Agriculture continued to be important throughout the eighteenth century and into the first half of the nineteenth century. Many dispossessed farmers left Delaware during the 1820s and 1830s, or sought occupation in the numerous urban and industrial centers where employment was readily available. Manufacturing and commerce prospered under the influence of an increased labor force. Textile manufacturers in the cotton and woolen mills along Red Clay Creek, White Clay Creek, and Brandywine Creek produced the finished raw fabrics that were in high demand at the time (Pursell 1958). In 1825, fur and silk hats manufactured by Lewis and Thomas Lockwood in Frederica provided jobs and income for residents in the community (Coverdale 1976:13).

Religion in Southern Kent County. Methodism began in England as a movement within the Church of England led by John and Charles Wesley. As members of the Methodist Societies immigrated to the American colonies, Methodism began to increase its following in the colonies. Between 1768 and 1774, John Wesley sent Francis Asbury and seven other Methodist lay preachers from England to minister to the growing societies. When the Revolutionary War broke out, only Asbury and James Dempster chose to remain in America. Dempster withdrew to upstate New York, where he remained for the rest of his life; thus Asbury became the effective leader of American Methodists.

Toward the south end of the Little Heaven project area in the southern half of Kent County is Barratt's Chapel. Barratt's Chapel was built in 1780 on land donated by Philip Barratt, a prominent political figure in the county. Barratt, who had recently become a Methodist, wanted to build a center for the growing Methodist movement in Delaware. Barratt's Chapel is the oldest surviving church building in the United States built by and for Methodists and is known as the "Cradle of Methodism" (Barratt's Chapel website, accessed 10 November 2003).

The Mt. Olive African Methodist Episcopal (A.M.E.) Church is located in Little Heaven on the west side of Skeeter Neck Road. The A.M.E. Church is a branch of John Wesley's Methodist movement in the Colonies. Wesley ordained Dr. Thomas Coke, an Anglican priest, who created the General Conference in Baltimore, Maryland in December 1784. Richard Allen, founder of the American Methodist Episcopal Church, and who would eventually lead the Methodist group of the Free African Society, was present at the Conference (A.M.E. Church website, accessed 17 June 2004).

The A.M.E. Church became organized after the St. George's Methodists Episcopal Church in Philadelphia segregated Caucasian and African-American members in 1787. The Free African Society was created following this event, which then produced two groups: the Episcopalians and the Methodists. Richard Allen led the Methodist group, and in 1816 the A.M.E. Church was formed by a General Convention that convened in Philadelphia (A.M.E. Church website, accessed 17 June 2004). The Mt. Zion A.M.E. Church was incorporated in Dover on April 14,

1873 through the leadership of Richard Allen. The church was to have been sponsored by Barratt's Chapel (Reynolds 1982:177).

The specific incorporation date for the Mt. Olive Church in Little Heaven is unknown; however, local author Hazel W. Reynolds states that: "Little Heaven had a strong Negro congregation since early days. They got a church of their own, but the burial ground remained at Barrett's (Reynolds 1982:177). The 1868 Beers Atlas shows an "Af. Ch." (presumably meaning "African Church") slightly north of the present Mt. Olive Church along Skeeter Neck Road (Figure 4). A CRS form (CRS #K-2730) was prepared for this property in Summer 1980. According to Reynolds, the church was abandoned the following year in 1981 (Reynolds 1982:177). The plain, gable-roofed building is currently boarded up and overgrown by woods, but a plaque was observed on the façade with the inscription: "Mt. Olive A.M.E. Church, Rebuilt August 1906". The property is owned by Greater Love Temple Church of Dover. This property is outside the limits of the APE for this project.

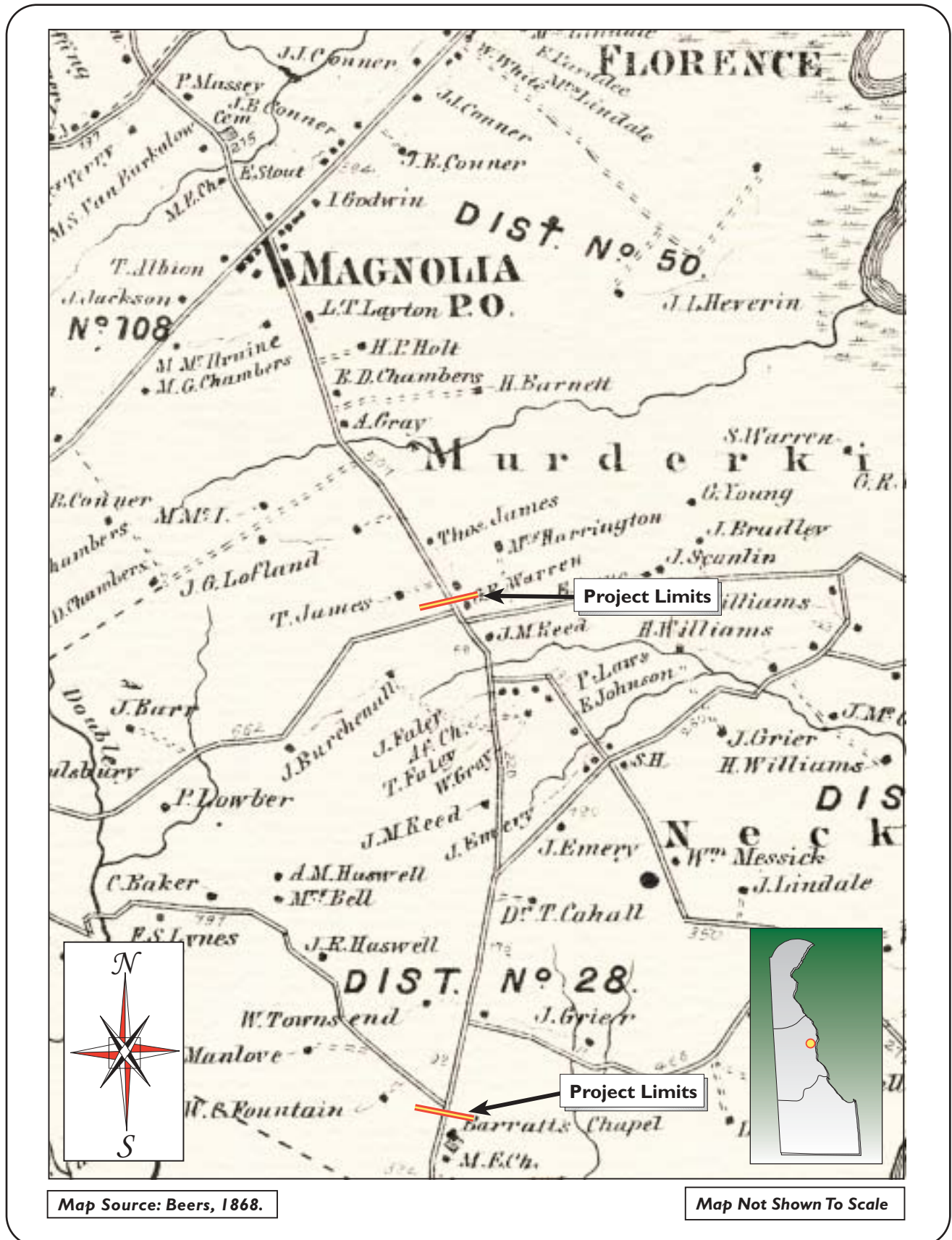
4.1.4 Industrialization and Capitalization (1830-1880)

The effects of the Industrial Revolution led to significant advances in transportation, urbanization, and industrialization in northern Delaware. By the early 1830s, a significant number of transportation improvements were underway. The Chesapeake and Delaware Canal, finished in 1829, opened a direct route from the head of the Chesapeake Bay to the Delaware River, eliminating the long water journey around the Delmarva Peninsula. The shortened travel time fostered more business between the major urban centers of Baltimore and Philadelphia. In 1837, 100,000.0 tons of cargo passed through the C & D Canal, while in 1872, the peak tonnage year, 1,318,772.0 tons were transported (Snyder and Guss 1974). The towns of St. Georges and Delaware City grew rapidly and became social and economic points for the local community as a result of the commercial traffic from the canal.

Commercial Navigation on the St. Jones and Murderkill Rivers. Similar to many other sections of Colonial America, Delaware's creeks and rivers served settlers as the first highways, providing anyone with a flatboat or other shallow-draft vessel an opportunity to participate in

Figure 4
Detail of 1868 Atlas of Delaware

SR I, Little Heaven Interchange
South Murderkill Hundred, Kent County, Delaware



early commerce. Writing in his 1888 two-volume work, *History of Delaware 1609-1888*, author J. Thomas Scharf mentions numerous early landings along these waterways, including the St. Jones and Murderkill rivers [both formerly named as a creek]. The St. Jones River played a major role in determining the location of Dover, the eventual state capital. The city is located 16.0 to 18.0 miles upstream from the waterway's mouth near Bowers Beach. Scharf states that, "Dover, the capital of the State, finds an outlet for its commerce to the Delaware by a very circuitous route through St. Jones' Creek, a distance of thirty miles. It is navigable as far up as Dover for vessels and steamers of two hundred tons burden" (Scharf 1888:2). Other notable navigation locations along the St. Jones River included Forest Landing. In June 1793, a bill passed the legislature allowing the Hunn family to erect a forge and sawmill at this landing. By 1818, the dam had been breached and the millpond for the forge and sawmill drained (ibid.:1132). Scharf writes:

In 1850, and a long time previous, vast quantities of cord-wood, staves, black oak and Spanish oak bark and grain were bought by the merchants and shipped from the "Forest Landing" and Lebanon to Philadelphia and New York. But with the advent of the railroad in 1856 all this changed. The people, who had before hauled their products ten, fifteen and even twenty miles to find a market, now found a market at their very doors. In those days there were two hotels. The hotels were mainly indebted to the old stage line between Lewes and New Castle, and the stage line to Dona Landing and to Short's Landing, in connection with steamboats to Philadelphia. (ibid.: 1132)

Downstream from Forest Landing is the village of Lebanon, which is located a distance of

. . . three and one-half miles southeast of Dover, and about two and one-quarter miles east of Camden, and has long been noted as a shipping point for grain, wood, lumber, ship-timber, staves, bark, canned and evaporated fruits. Large quantities of coal, lime, fertilizers, soft-wood lumber and general merchandise are imported to this point for the merchants of Lebanon, Camden and Rising Sun . . . (ibid.:1131)

Much closer to the current project area, Barkers Landing near Florence and Magnolia served as a shipping point for grain. Prior to 1800, Thomas Barker constructed a warehouse that became known as the "Red Granary" (ibid.:1156).

In 1830, an enterprising merchant and horticulturalist named Jehu Reed reportedly introduced market-based peach culture to Kent County through planting a large orchard to which he added annually (ibid.:1152). His “Reed Farm” was located in what is known today as Little Heaven and was later owned by his son, Jehu M. Reed. According to Scharf, Reed was “the first in the county to grow the peach on budded trees. A few years later he shipped the first peaches grown on budded trees in the country round-about that were sold to markets outside of Delaware (ibid.: 1155).

Evidently, Reed caught and bought horseshoe crabs from Bowers Beach and used the ground-up crustaceans as fertilizers for his peach trees. He introduced the surrounding countryside to the method of planting pine trees to reinvigorate depleted soil. After the trees matured, Reed cut them for cordwood and shipped this product to market from Warren’s Landing and transformed the previously poor soil into garden farms within 20 years of cutting the trees. Subsequent to his first peach harvest, Reed shipped his fruit to market in “fast-sailing vessels to Philadelphia, and he received his pay in gold to such an amount that it astonished some of the citizens of Murderkill Hundred of those days” (ibid.:1157). Reed’s financial return led many others Delaware farmers and nurserymen to grow market peaches (ibid.). Scharf further defines Reed’s shipping method on a subsequent page:

In 1846 he began to send his peaches to the Philadelphia market by a line of fast-sailing boats, of light draft, chartered and manned expressly for his own fruit... Mr. Reed continued this plan with abundant success for about ten years, or until the Delaware Railroad reached Wyoming. The boats discharged their cargoes bound to New York at Camden, New Jersey, where it brought more money than in Philadelphia....Mr. Reed’s peaches and wood were shipped from Warren’s alias Gray’s Landing, on Jones’ River, which empties into the Delaware Bay at the northwest end of a pretty beach, once covered with oak and walnut trees to the verge of an abrupt shore of gravel and tenacious yellow clay. This place, at first called Whitwell’s Delight, has been known for many years as Bowers’ Beach, and extends to the mouth of Murderkill Creek, about two-thirds of a mile. (ibid.:1169)

The Antebellum in Kent County. In a continuation of the earlier restrictions that excluded “Free Negroes” from entering the state, the Delaware Legislature enacted further constraints in 1852, which imposed voting restrictions, barred African Americans from holding public office, and prohibited them from testifying against Caucasians unless competent Caucasian testimony did

not exist. In the same year, they also issued laws protecting the property of African Americans and their right to seek redress in the court system for injury to property. Two years prior to the Civil War, the state enacted a Jim Crow law that prohibited African Americans from riding in any Delaware railroad car used to convey Caucasian passengers (Reed 1947:576).

In the Antebellum period, one demographic characteristic set Kent County apart from the two counties in Delaware and the rest of the United States. The 1860 census, the last taken before passage of the Thirteenth Amendment, enumerated 7,721 free African Americans living in Kent County. This accounted for over 26 percent of the total population of the county at a time when free African Americans made up approximately 15 percent of Delaware's population and only 1.5 percent of the total U.S. population (University of Virginia Geospatial and Statistical Data Center 1998). No other county in the nation boasted such a high percentage of free African Americans.

While slavery did exist in all three Delaware counties, census takers counted only 203 slaves in Kent County in 1860. One of the key reasons for the relative absence of slavery was economic. Rather poor or poorly drained soil combined with a comparatively short growing season prevented the development of the kind of single-crop, labor-intensive economic system that made slavery economically viable elsewhere. Therefore, in Kent County, farmers and other employers found it more cost-effective to hire African-American workers on a seasonal basis.

Political factors may also have induced free African Americans to settle or remain in Kent County. The laws, regulations, and social customs of the state reflected both the need for "Negro labor" and a firm belief in the dogma of Caucasian superiority. This resulted in an ambivalent record of race relations in the state. Delaware became the first slave state to abolish the domestic slave trade, and the Delaware courts developed a doctrine that presumed persons of color free unless proved otherwise. It was the only slave state to implement such a policy. However, Delaware also passed Jim Crow laws very early—prior to the Civil War—and African Americans could neither vote nor hold political office (Hoffecker 1977:90-96). After the Civil War, the Thirteenth, Fourteenth, and Fifteenth amendments to the Constitution were soundly

rejected in the State Legislature; Delaware did not ratify them until early in the twentieth century.

African Americans and Public Education during the Nineteenth Century. Despite severe racial discrimination, a significant number of African Americans resided in Kent County throughout the nineteenth century. During the first half of the twentieth century, however, the percentage of African Americans in Kent County dropped to 18 percent of the total population. While there was a small decline in the absolute number of African-American residents, the percentage decrease is largely attributable to an increase in the number of Caucasians moving into Kent County. African Americans, who numbered 7,745 in 1900, dropped to 6,859 by 1950, while the number of Caucasians increased nearly 6,000 in that same period (University of Virginia Geospatial and Statistical Data Center 1998). During the second half of the twentieth century, the population of Kent County, which had increased by just over 5,000 in the first half of the twentieth century, quadrupled. By 2000, residents of the county numbered nearly 127,000, and the over 26,000 African Americans comprised nearly 21 percent of the population (U.S. Bureau of the Census, 2000:22, 70).

The racial discrimination ubiquitous in every aspect of Delaware society extended to an already poor public education system. During the early years of the republic, few educational opportunities existed for residents of Kent County, Caucasian or African American. Delaware provided very little support for public schools until 1829, when the state legislature passed a free school act. The act provided for the formation of school districts that could receive state money for public education (Bevan 1929:667-669). The state, however, in spite of collecting tax dollars from all residents regardless of color, provided education to Caucasians only and did not fund schools for African-American children. As a result, the education of African-American children was the work of philanthropic or religious organizations.

Prior to the Civil War, only seven schools dedicated to the education of African Americans existed in Delaware. The Society of Friends organized all but one of these schools (Skelcher 1999:3). During the post-Civil War era, the Democratic Party, referred to by many as “the White Man’s Party”, dominated Delaware politics. Democrats firmly opposed anything that smacked of

Reconstruction (to which this slave-holding Union state was not subject) and any measure that provided for the public education of African Americans. Religious groups, such as the Methodists and the Quakers, fervently believed that education provided the best hope for African Americans and fought for educational and racial equality throughout this period. In the face of fierce Democratic opposition, most religious leaders concluded that African-American education could only come from philanthropic sources (Skelcher 1999:6-7).

The Post-Civil War Era. On the eve of the Civil War, the cash value of farms in Delaware totaled nearly \$31.5 million dollars. During the same year, the entire value of manufacturers in Delaware totaled approximately \$9.9 million (University of Virginia Geospatial and Statistical Data Center 1998); approximately \$680 million and \$215 million, respectively, in 2004 dollars). These statistics, however, belie the differences that existed within the state between New Castle County in the north and Kent and Sussex counties in the south. Northern portions of the state quickly became industrialized and economically progressive, while the southern portions remained agricultural. In many respects, during the Antebellum period, Delaware reflected larger sectional differences that existed between the North and South. New Castle County accounted for over 90 percent of the total value of manufacturing products in Delaware. The value of manufacturing products for Kent and Sussex counties combined totaled less than \$1 million (approximately \$20 million in 2004 dollars). New Castle also boasted of greater agricultural output than the two southern counties combined (University of Virginia Geospatial and Statistical Data Center 1998). This production reflected the transportation and technological advantages that New Castle County enjoyed during the nineteenth century.

Builders completed the Chesapeake and Delaware Canal in New Castle County by 1830, and by the late 1850s, tonnage on this route exceeded the half-million mark (Taylor 1951:41-42). The canal, along with the completion of the Philadelphia, Wilmington, and Baltimore Railroad (PW & BRR) in 1838, provided the necessary transportation linkages with major markets and assured the economic success of the City of Wilmington and New Castle County (ibid.:78).

Kent County, however, did not enjoy the same transportation advantages. As a result, Kent's economy and population remained static for most of the nineteenth century. During the period

from 1790 to 1850, the population of Kent County increased from 18,920 to 22,816, an increase of only 21 percent. During the same period, the population of New Castle County increased 117 percent from 19,688 to 42,780 (University of Virginia Geospatial and Statistical Data Center 1998). As New Castle County prospered during the first half of the nineteenth century, Kent County suffered from economic stagnation. Intense farming of the land, coupled with a lack of soils conservation, completely exhausted the soil in the southern parts of the state by 1850. Wheat yields per acre in Kent County fell to five bushels (Hoffecker 1977:44).

New Castle County, despite having nearly 15,000.0 fewer acres and over 250 fewer farms than Kent County, boasted of a cash value of all farms of nearly \$17 million in 1860. This figure amounted to almost \$8 million more than the value of Kent County farms (University of Virginia Geospatial and Statistical Data Center 1998). New Castle County more than doubled Kent's output of wheat, and more than quadrupled its output of rye and oats. New Castle also exceeded the amount of butter and cheese Kent produced by 580,000 pounds (New Castle produced 769,915 pounds, Kent produced 189,091 pounds), and surpassed the hay tonnage by 20,000 tons (New Castle produced 24,417 tons; Kent produced 4,109 tons) (DeBow 1854:208-209). In addition to its transportation advantages, New Castle County boasted of a progressive farming population. New Castle farmers formed the "Agricultural Society of the County of New Castle" in 1819. This organization sought to help county farmers improve agricultural production and efficiency. The Society provided a forum for the dissemination of modern farming practices including crop rotation, use of labor-saving machinery, and labor management (Herman 1987:117). Many New Castle farmers also introduced new animals, such as merino sheep herds, and experimented with new crops (Hoffecker 1977:47). Their progressive thinking, cooperative spirit, and use of new technologies ensured that New Castle County sustained a profitable agricultural economy throughout the nineteenth century.

The port of Frederica continued to expand as a shipbuilding center during the mid- to late nineteenth century, utilizing local white oak and pine. The first steamboat to navigate the Murderkill to Frederica was the "Egypt Mills" in 1857 (Scharf 1888:1160). This riverside town on the Murderkill River is clearly depicted on the 1868 Beers' Atlas of Delaware (Figure 3).

Prior to the coming of the railroad in the late 1850s, Frederica had been a busy shipping port (Bevan 1929:848). The construction of the Delaware Railroad created an efficient means of overland transportation through the inland portion of the state and served to divert shipping away from coastal routes. Once the railroad overtook shipping, Frederica became even more isolated, as the railroad did not pass through the town (Institute for Public Administration 2004:2-3). However, canneries and other industries soon began in the town. Today Frederica has retained much of its character-defining qualities as a nineteenth-century commercial town.

Transportation Improvements and the Rise of the Peach in Kent County. Two mid-nineteenth-century developments changed the fortunes of the southern portion of Delaware. The first was the extension of the PW & BRR to southern portions of the state. As early as the 1830s, elected officials and financiers envisioned a rail line that would link Wilmington with the southern half of the state. However, periodic downturns in the economy stalled the project for years. Not until the PW & BRR supported the project did the idea become reality. The Delaware line finally opened late in 1856, with the southern terminus located at Seaford and the northern terminus linked with major rail networks at Wilmington (Hoffecker 1977:46).

The second development that aided the economic growth of southern Delaware was the introduction of peach orchards. Successful peach farmers such as Jehu Reed, who had introduced market-based peach culture earlier, stood to make a handsome profit from the fruit. One 400.0-acre orchard in Delaware netted the owner \$38,000 in one growing season (nearly \$700,000 in 2004 dollars; Rutter 1880:81). Farmers in southern portions of the state planted peach orchards in anticipation of the railroad's arrival. Prior to the arrival of the railroad, large-scale peach production would have been nearly impossible. Transportation of peaches, a fruit easily damaged, over nineteenth-century roads would have made the venture unprofitable. The railroad, however, offered a mode of transportation that conveyed the product to market with minimal damage and spoilage.

Between 1860 and 1870, the value of Kent County's orchard products jumped from \$35,694 to \$489,283 (University of Virginia Geospatial and Statistical Data Center 1998), which is approximately \$775,000 and \$12 million, respectively, in 2004 dollars). During the 1870s,

farmers in Kent County also began organizing Grange Halls. As in other parts of the country, the Grange offered a forum for the discussion of scientific crop management and techniques. The Grange also consolidated the buying power of the local farmers to obtain favorable prices on fertilizers, equipment, seed, and shipping rates (Delaware Humanities Forum 1984:19). With these improvements in techniques, organization, and technology, agriculture in Kent County quickly became a profitable venture.

The Jehu Reed House, constructed in the 1770s, is located on the west side of SR 1 at the intersection of Bowers Beach Road (Photograph 5), and is a landmark in Little Heaven and was featured in the Works Progress Administration's *American Guide Series* for Delaware. Compiled by the Federal Writers' Project, the Guide was published in 1938 and was subsequently re-printed. Jehu Reed was an early pioneer in the propagation and growing of peaches and other fruits. He began growing peaches in 1827 and began to expand his orchard, and soon began to sell plum, apple, and quince trees in addition to grape vines (Reynolds 1982:374).

Jehu Reed's choices of peach varieties was extensive and included: Early York Opening; Early Heath Opening; Old Mixon's Early Cling; Red Cheek Malacatoon; Pine Apple Peach Improved; Columbia; Morris White; Late Rare Ripe; Lemon Cling; and Late Heath or English Cling Improved (Scharf 1888:1170). At one point, Reed had 10,000 peach trees and 1,000 apple trees. He also produced great quantities of potatoes and corn (Reynolds 1982:377-8). He grew mulberry trees in the areas where the soil was poor due to excessive plantings. The leaves of these trees were used to sustain silkworm habitat for the production of silk (Scharf 1888:1169).

The *Guide* tells us that the name of Little Heaven "was applied to a group of cabins built about 1870 by Jehu Reed and his son Jehu M. Reed for Irish laboring families brought here to work in the orchards" (Works Progress Administration [WPA] 1948:372). Apparently to serve the Irish residents of the community, a Roman Catholic church had been planned for the area, but it was never built. Local author Hazel Wright Reynolds remarks in her book that Catholicism never flourished in the area, and that it was the dominant Protestant establishment that began to refer to the settlement as "Little Heaven". As there was no nearby church, Catholics who stayed on would need to travel to the Holy Cross parish in Dover (Reynolds 1982:365). Around the same



Photograph 5: K-137 Jehu Reed House, view looking southwest (November 2003).

time, an African-American settlement was started near the Jehu Reed lands, and was owned by another fruit grower named Jonathan Willis. This settlement came to known as “Little Hell” (WPA 1948:372; Reynolds 1982:365).

4.1.5 Suburbanization (1880-2000)

The Demise of the Peach Orchard. Peaches presented many difficulties to growers, which ultimately led to the demise of the industry in Delaware. Orchards required intensive maintenance of the soil, and the productive life of a peach tree lasted approximately 20 years. Despite these obstacles, peaches remained a cash crop in Kent County for decades. An outbreak of a disease known as “peach yellows” infected many orchards during the last few decades of the nineteenth century. The yellows appeared in the region as early as 1806, but did not hit the newly planted orchards in southern Delaware until the late nineteenth century. The disease caused fruit to mature rapidly, tainted the flavor, turned foliage yellow, and ultimately destroyed the tree within two growing seasons (Rutter 1880:11). By 1890, the yellows infected many of the orchards in nearly all parts of the state. By this time, however, growers in the south began diversifying their crops (Delaware Humanities Forum 1984:21).

As a result of the peach yellows, many growers destroyed their peach trees and planted apple trees. In 1909, the state still enumerated nearly 1.4 million peach trees. Fifteen years later, that number dropped to approximately one-half million, although the state still harvested over 355,000 bushels of peaches in that year. During this same period, the number of apple trees rose from less than 700,000 to nearly 1.1 million, and the number of bushels harvested rose to over 824,000 (Bevan 1929:761). The switch to apple orchards in the early twentieth century made Kent County the largest fruit and nut-producing County in Delaware. The value of the crop rose from \$231,803 in 1910 to nearly \$1.3 million in 1920. The yearly value of the crop continued to grow over the next decade, exceeding \$1.6 million in 1930. By 1950, however, the value of fruit and nut products fell to \$388,000 (University of Virginia Geospatial and Statistical Data Center 1998). Area farmers continued to harvest orchard products, but never again would it figure so prominently into the economic success of Kent County.

Commercial Navigation. In 1887, a group of local men organized the Lebanon Steam Navigation Company to operate steamers between stops along the St. Jones River and Philadelphia. The line "...carried sturgeon and peaches in season to Philadelphia, and streetcar horses to Kent County, destined to end their days as farm horses" (DelDOT archaeology website, accessed 22 June 2004). A new corporation, the Dover and Philadelphia Navigation Company, assumed control of the earlier Lebanon steamer firm during 1907. This concern continued scheduled steamer operations on the St. Jones River until about 1917, when the line could no longer compete with the railroad (ibid.; Elliott 1970:36; Blagg 1980:72-73).

By 1904, the St. Jones River had become fouled with shoals, even though the federal government had funded channel dredging, creating a channel from 40.0 to 100.0 feet wide and 6.0 feet deep at low water, extending from the mouth to 18.0 miles north at the City of Dover. The channel became narrowed and shoaled subsequent to the dredging, making navigation difficult. The 1904 *Coast Pilot*'s final descriptive sentence admonishes any would-be mariner: "Strangers should not enter without a towboat or pilot" (*United States Coast Pilot* 1904:60). However, the 1916 edition of the *Coast Pilot* indicates that the Army Corps of Engineers had completed some improvements in the river: "Dover has railroad communication, and Lebanon and the landings below have communication with Philadelphia by a passenger steamer (*United States Coast Pilot* 1916:80). The last steamboat operated on the waterway in 1938 (DelDOT archaeology website).

The Murderkill River enters Delaware Bay just below the St. Jones River and once provided a navigable waterway into Frederica, located just under 8.0 miles upstream (Scharf 1888:2). The first steamboat to arrive at Frederica carried the name *Egypt Mills* and brought merchandise for James S. Buckmaster (ibid.:1160). The March 2004 Town of Frederica Comprehensive Plan notes that:

The steamship service of Frederica, owned and managed by the Frederica and Philadelphia Navigation Company, provided transport at a price and speeds competitive with the railroad, allowing the town to hold into [*sic*] its Philadelphia markets well into the twentieth Century. ...With the onset of the Great Depression, the steamer found its prospects for the future diminished. The improvement of U.S. Route 113 in the mid 1920s had resulted in the construction of a causeway across the Murderkill at Barratt's Chapel, which effectively cut the town off from the bay. The improvement of local roads meant that the citizens of

Frederica could get to Harrington, Dover, and Wilmington more easily and were not so dependent on their connection with Philadelphia. Business for the steamer fell off, with the railroads getting the last of the produce items. (Institute for Public Administration 2004:2-3)

African Americans and Public Education in the Early Twentieth Century. The Delaware Association, private donations, constant fundraising by African Americans, and support from local churches all played significant roles in providing for the education of African-American children during this period. By the close of the nineteenth century, there were over 80 African-American schools in Delaware (Skelcher 1999:35). Though their existence was a tribute to the dedication of the African-American community and the philanthropists who supported their efforts, the schools were still extremely small in most cases and grossly under funded in all cases. During the 1890s, Delaware took measures to organize African-American schools under state control. The ratification of a new state constitution in 1897 merged the organization of the still-segregated schools and codified comprehensive Jim Crow laws across Delaware (Skelcher 1999:56).

During the first two decades of the twentieth century, while other areas of the country sought to reform and expand schools, the quality of public education in Delaware deteriorated even further for both African-American and Caucasian students. Delaware was the last state in the union to provide higher education for women, so the pool of trained teachers was inadequate, as were funding, facilities, equipment, and supplies. Despite the ascent of the Republican party, the Democratic legislators, who had long adamantly opposed higher education for women, were also able to block any educational initiatives that diminished local control or increased expenditures because imbalanced apportionment and Republican infighting gave the obstructionists disproportionate voting power in the State Legislature. While some legislators had fought and won the battle for college education of Caucasian women, even more liberal-leaning legislators were not inclined to risk their political careers for the seemingly hopeless cause of “colored schools”. So while legislators quarreled, funding stagnated and education declined steadily.

In 1917, the U.S. Bureau of Education published a report that ranked Delaware as 39th of the 48 states in public support for education. The publication of this report prompted many

Delawareans, most notably Pierre S. du Pont, President of the du Pont Company and Chairman of General Motors, to organize and fund the Service Citizens of Delaware.

In 1919, the Service Citizens of Delaware scored their first major political victory with the passage of a new School Code. This measure equally distributed (still desperately inadequate) state funds for schools, established uniform tax rates, made school attendance compulsory for children under age 14, and provided school transportation to Caucasian children in rural areas. School districts, however, did not have to raise property taxes in order to pay for education. In Kent County, many public officials had opposed the Code's enactment, and they often did as little as possible to implement it while awaiting what they wrongly expected to be its speedy repeal. As a result, funding for schools in lower income areas remained low and attendance was correspondingly poor (Skelcher 1999:63-65). Increasingly frustrated with the lack of government initiative to improve schools, especially those for African Americans, du Pont decided to take action.

Du Pont resigned his key business positions later that year and assumed the Vice Presidency of the Delaware State Board of Education. He promptly convinced the Board to conduct an investigation of the current conditions of state schools and consider ways in which they could be improved. This investigation, conducted by a team of researchers from Columbia University Teachers College, looked at all schools in Delaware, Caucasian and "colored". Though the investigation found almost nothing to be proud of, it revealed that conditions in African-American institutions were particularly appalling. In response to the report, du Pont founded the Delaware State Auxiliary Association (DSAA), created a trust fund for its work, and provided \$2 million to begin construction of separate schools for African-American and Caucasian children. Ultimately, du Pont would give \$6 million to public education in Delaware and effectively build the state's entire school plan; such a gift remains unique in the history of the United States (Taggart 1988:15-18).

Under du Pont's leadership, Caucasian schools districts were consolidated so that more children in more grades from wider geographical areas could benefit from the broader curricula of larger schools. Those for African-American and Native American students, on the other hand, remained small (usually one- or two-room), local, and limited to the elementary grades. While no serious

consideration was given to integration, this segregated scheme was intended to improve access to educational opportunities for students of color by minimizing the economic impact of their school attendance. Particularly in Kent County, African-American children worked in farm fields, orchards, and canneries. Significant disruption of that workforce would have caused financial hardship for the children's families and met with the disapprobation of Caucasian employers and legislators who saw little need for—and some danger in—the education of African Americans under any circumstances.

Once he had dedicated his considerable energies to the cause of public education in Delaware, du Pont took the same approach to solving its problems that he took to business. After organizing activist groups with corporate-style boards and management structures, assessing the situation, and providing the necessary financial means to begin work, he sought out the country's top school architects to design the best, most progressive new schools. That search led him to James O. Betelle of the Guilbert and Betelle architectural firm in Newark, New Jersey and the faculty of Columbia University Teachers College. Betelle was a consultant to state school boards in New Jersey and California. After serving on a Columbia survey team in Delaware, he wrote a two-part article for *The American Architect* on du Pont's proposed school building program in Delaware. Betelle had also lived in Delaware and was familiar with its workings. When du Pont and his colleagues were accused of being “outsiders”—an unforgivable transgression—he pointed to Betelle as a fellow native. Betelle was very sensitive to the context of his designs and devised school buildings for his former home in the well-known and popular domestic Colonial Revival style to provide a comfortingly familiar appearance and impart a home-like atmosphere for learning. At the same time, he incorporated the most up-to-date thinking on all practical areas of the buildings—including classroom arrangement, lighting, ventilation, heating, and sanitation. Though the cost of carrying out his original plans proved prohibitive, many of his key ideas survived in the construction of both “colored” and Caucasian schools (Skelcher 1999:72-99).

Betelle designed the Mt. Olive School in Little Heaven (CRS #K-2685), located on the west side of SR 1 (Photograph 6; also see DOE form for CRS #K-2685 in Volume II). While significant elements of the design of Mt. Olive and the 24 similar two-room “colored” schools were common



Photograph 6: K-2685; Mount Olive School, view looking northeast (November 2003).

to Betelle schools for Caucasian students as well as those of color, the particular combination of plan, elevation, and detail at Mt. Olive is found only in schools for African-American and Native American students. The distinctive banked nine-over-nine awning windows, wood-shingle siding, deep cornices with gable returns, and pedimented porticos were used in most du Pont schools, but the two-room variations do not appear to have been built for Caucasian students. As Caucasian schools were almost all consolidated, and those that could not be usually had unique, often one-room, and sometimes portable buildings, it is not surprising that this specific type would be built only for students of color.

By 1928, the Auxiliary Association had completed 89 schools for African-American children at a cost of nearly \$2.2 million. These new schools improved the education of African-American children in Delaware dramatically. State funding for African-American students equaled that of Caucasian students, thanks in large part to the appointment of Pierre du Pont, who was featured on the cover of *Time* magazine for his efforts as state tax commissioner. While significantly improved, African Americans still did not have the same access to education that their Caucasian counterparts did. Segregation limited opportunities for African Americans desiring a secondary or post-secondary education. The State College for Colored Students in Dover remained the only institution of higher learning for African Americans until 1948, when the University of Delaware opened a few of its programs to African-American students. The *Brown v Board of Education*, *Topeka* decision ended legal segregation in 1954, but the U.S. Civil Rights Commission did not certify Delaware's school desegregation until 1968 (Skelcher 1999:117-118). In the interim, schools built by du Pont housed almost all of the state's African-American students. The buildings also continued to serve as community centers for many African-American communities even after the students had moved on, as Betelle had intended.

Changing Settlement Patterns. By the early twentieth century, the pattern and density of settlement in Delaware had spread from localized urban centers to interlocked suburban communities across the state. Small communities were replaced by commercial and industrial "strip" development along major roads. The introduction of the automobile gave people a means to travel beyond the confines of a train or boat in a short period of time. Improvements to the state road system expanded manufacture, commerce, and agriculture throughout the state. The

Du Pont Highway (US 13/US 113), opened in 1924, connected northern and southern Delaware and shifted the state's agricultural production permanently toward non-local markets. The Du Pont Highway is designated US 13 from Wilmington to Dover and US 113 from Dover on southward to the Maryland border. Named for T. Colman du Pont, who personally financed the project, the Du Pont Highway was the first modern, paved road to run the entire length of Delaware (The Du Pont Highway website, accessed 12 November 2003).

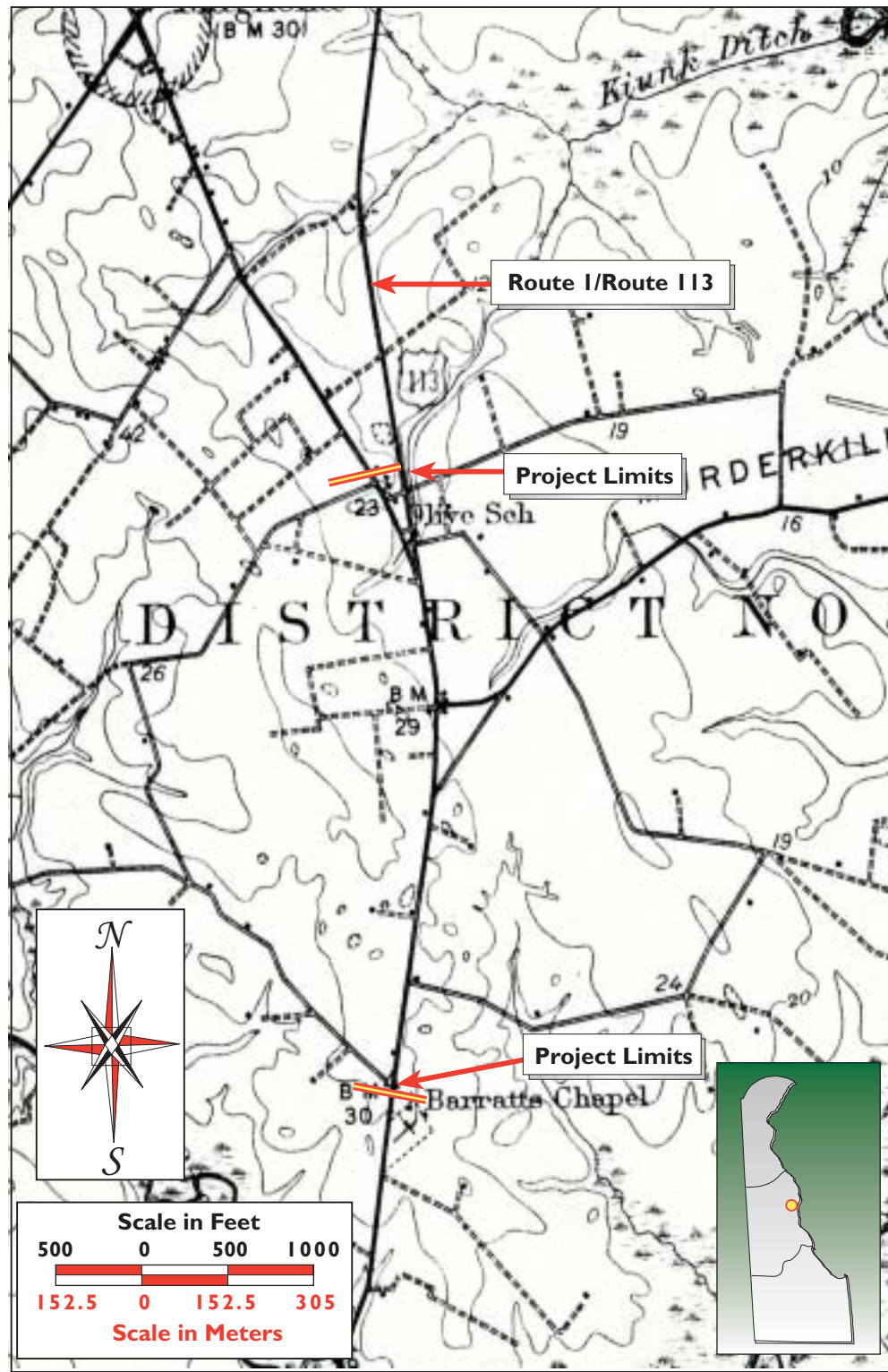
The area known as Little Heaven served as a nineteenth-century crossroads community for travelers passing on the roadway from Milford to Magnolia. Farming served as the main occupation for most of the residents living in the community, with large tracts often surrounding a centralized farmhouse and outbuilding cluster.

In the mid- to late 1920s, some of the enterprises to appear along the roadway in Little Heaven were businesses catering to the “truckers heading north with produce and poultry” (Reynolds 1982:365). One of the first roadside businesses was that of Cleaver Moore, who established a market along present-day SR 1 in Little Heaven (Reynolds 1982:365). Early roadside markets were composed of only small stands and sheds. In the early 1930s, Cleaver Moore's son opened a gas station on the site of his father's roadside market that serviced trucks transporting poultry and produce to northern markets (Reynolds 1982:365). A large gas station (now demolished) was built in the 1920s opposite the Jehu Reed House (ibid.:366) at the intersection of Bowers Beach Road. According to Reynolds, this facility “did a flourishing business on Sunday evenings catering to sunburned fishermen on their return to Pennsylvania from Bowers Beach and other shore places to the south” (ibid.:366). The station, at one time known as the Roop property, is visible on aerial photographs from 1937 (Geiger 2003).

USGS maps from both 1936 and 1949 (Figures 5 and 6) show that the project area continued to be lightly populated, with relatively few houses and other buildings; land use in the area continued to be primarily agricultural. A 1954 aerial photograph (Figure 7) shows that the project area continued to remain rural, with only scattered buildings and large expanses of agricultural fields. Around 1958, High Point, a mobile home park, was built along the western side of US 113A, opposite the Mt. Olive School. James Conley began selling trailers in the area

Figure 5 USGS 1936 Quadrangle Map

SR I, Little Heaven Interchange
South Murderkill Hundred, Kent County, Delaware



Map Source: USGS Topographic Quadrangle; Frederica, DE 1936, reprinted 1945.

Figure 6 USGS 1949 7.5 Minute Series Quadrangle Map

SR I, Little Heaven Interchange
South Murderkill Hundred, Kent County, Delaware

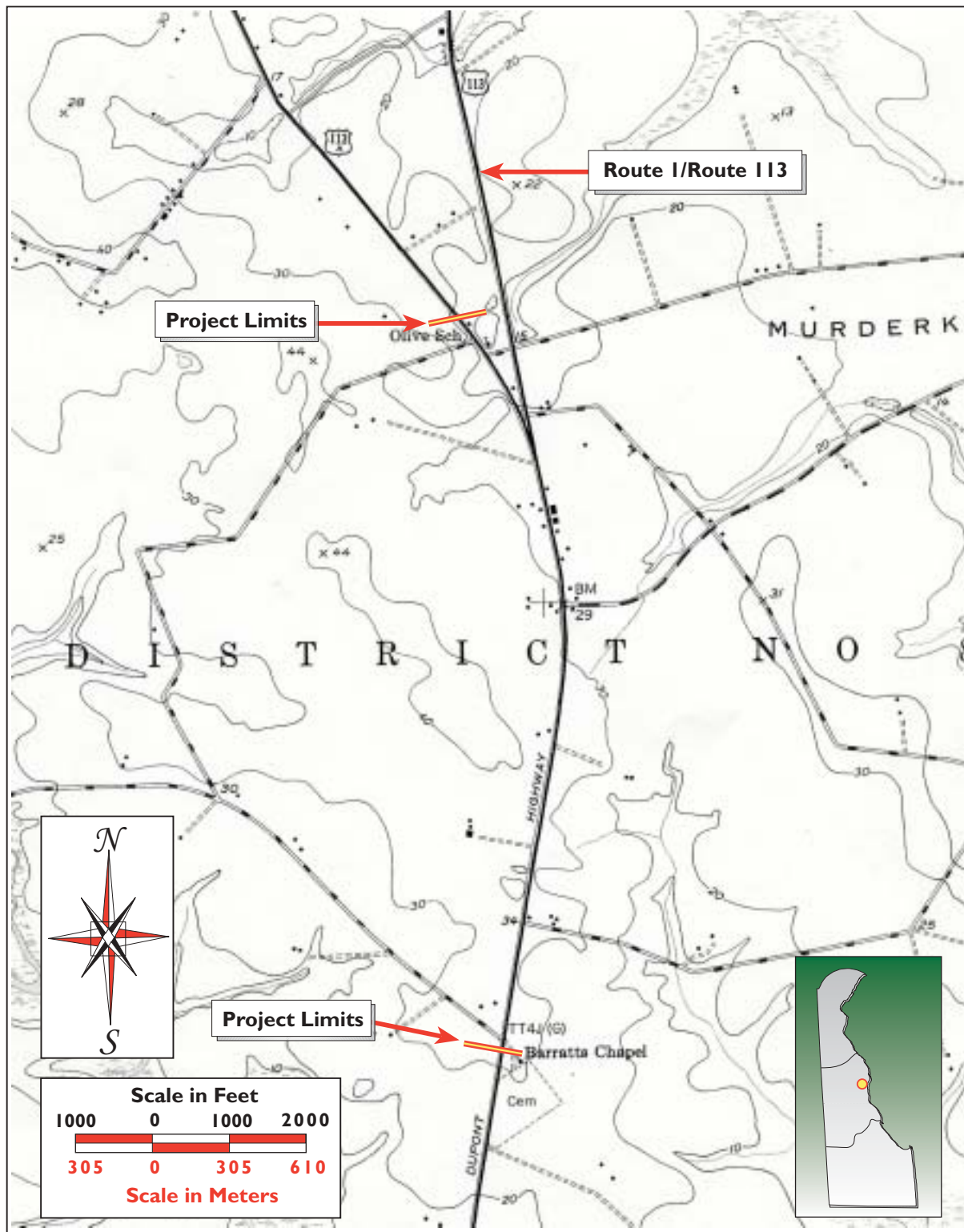
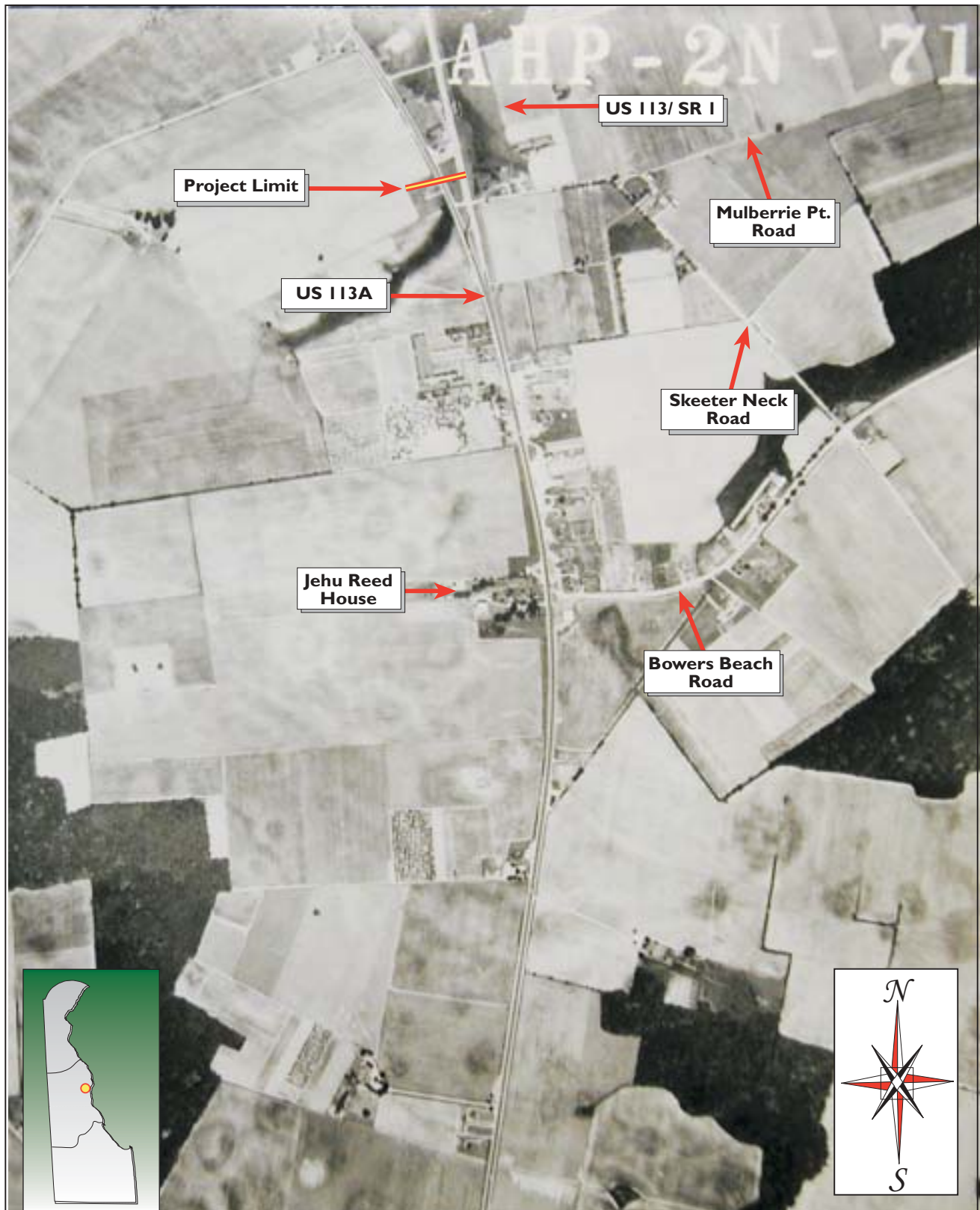


Figure 7
1954 Aerial Photograph Showing Little Heaven

SR I, Little Heaven Interchange
South Murderkill Hundred, Kent County, Delaware



Source: U.S. Department of Agriculture, 1954 Aerial Photograph, AHP-2N-71

Photo Not Shown to Scale

between the two highways, and the mobile home park to the west began to flourish (Reynolds 1982:366). Today, the park constitutes one of the largest residential concentrations within the Little Heaven area. Little Heaven also supports a small number of residences along secondary roads surrounding US 113/SR 1. The widening of US 113 during the third quarter of the twentieth century required that some of the commercial and residential structures be shifted east of the proposed roadway. The grading of the new highway alignment and the movement of particular structures has likely caused extensive disturbances along the margin of the roadway. More recently, residential structures have been built along the south side of Mulberrie Point Road, toward the northeastern portion of the project area (see Figure 1).

At the close of 1940, Kent County remained a largely rural, agricultural area. This is shown clearly on a 1936 topographic map of the area (Figure 5). The 1940 census enumerated nearly 3,000 farms in Kent County with an average farm size of over 100.0 acres. In the 60-year period from 1880 to 1940, the population of Kent remained almost unchanged, while the population of the rest of Delaware grew rapidly. During this period, the population of Kent rose from 32,874 to 34,441, an increase of less than five percent. The population of the rest of the state, however, more than doubled from 113,734 to 232,064 during the same period (University of Virginia Geospatial and Statistical Data Center 1998). These statistics reveal the intense agricultural nature of Southern Delaware. Agricultural land remained too valuable to destroy for residential or industrial development. The Second World War and the subsequent Cold War brought changes to Southern Delaware and forever altered the landscape of Kent County.

African Americans in Kent County in the Mid-Twentieth Century. Despite the high percentage of free African Americans, the state of Delaware offered very few rights to that portion of the populace. The state did not extend voting rights to African Americans, nor allow them to hold political office (Hoffecker 1977:90-96). During the first half of the twentieth century, the percentage of African Americans in Kent County dropped from 24 percent to 18 percent of the total population. The percentage decrease is more properly attributed to an increase in the number of Caucasians moving into, rather than an exodus of African Americans moving out of, Kent County. African Americans, who numbered 7,745 in 1900, dropped to 6,859 by 1950 while the number of Caucasians increased by nearly 6,000 in the intervening years (U.S. Historical

Census Browser, 1999). The population of Kent County, which increased by just over 5,000 in the first half of the twentieth century, increased dramatically during the last half of the twentieth century. By 2000, residents of the county numbered nearly 127,000; over 26,000 of those were African Americans, nearly 21 percent of the total population (U.S. Bureau of the Census, 2000:22, 70).

Dover Air Force Base. Dover Air Force Base began life as a municipal airport on the eve of World War II. Government officials, sensing the military threat posed abroad but sensitive to the isolationist sentiment in the United States, looked for ways to prepare for a possible conflict while maintaining a semblance of neutrality at home. The Civilian Aviation Administration (CAA), in an attempt to provide for future coastal defense, gave financial aid to state and local governments for the construction of municipal airfields. The City of Dover accepted the offer and purchased 537.0 acres of land for the sum of \$35,000 (Lauria 2000:4). The construction on three airfields and one hanger began in March 1841, but progressed slowly until the bombing of Pearl Harbor on December 7, 1941. After the attack, the U.S. quickly prepared for the impending conflict by increasing defense spending and securing locations for military installations.

Within two weeks of the attack on Pearl Harbor, the War Department leased all three of the airfields in Dover and stationed the 112th Observation Squadron there. The Army Corps of Engineers took charge of the construction and worked on it 24 hours a day to bring it up to wartime standards. The Army Air Corps stationed three B-25 squadrons here in 1942. Later on, seven P-47 fighter squadrons were stationed at the base. In 1944, the Air Technical Service Command used the base to conduct classified rocket tests, which resulted in air-to-surface weapons that they deployed in both European and Pacific theaters (Lauria 2000:4-5). At the conclusion of the War, the base faced an uncertain future. The Army placed the facility in caretaker status in 1946 and did not reactivate it until February 1951. By April 1952, the Military Air Transport Service, recognizing the strategic importance of Dover's location, assumed control of the base and assigned the 1607th Air Transport Wing to the facility.

During the last half of the twentieth century, the presence of Dover Air Force Base dramatically altered the landscape of Kent County. The immediate project area, however, continued to remain

agricultural as shown in a 1954 aerial photo (Figure 7). Some families that were employed at the base located to the Little Heaven community, just a short distance south (Northrop, personal communication July 2004). Near Dover, to the north of the project area, the number of military and civilian personnel employed by the base required an increase in housing. Ancillary businesses also developed to provide goods and services to those working for the Department of Defense.

Since the mid-twentieth century, Kent County has experienced the normal shift away from agrarian pursuits. The major employers in the county now include state and local government and the Dover Air Force Base. The majority (approximately 28.5 percent) of the total employed civilian population of Kent County are engaged in management, professional, and related occupations. Approximately 26.9 percent are engaged in sales and office occupations; 17 percent are engaged in educational, health, and social services; 15.3 percent are engaged in production, transportation, and material moving occupations; and 11.6 percent are engaged in construction, extraction, and maintenance occupations. Presently, only 0.7 percent is engaged in agriculture, forestry and fishing occupations (Kent County, U.S. Census Bureau website, accessed January 2004).

5.0 SUMMARY OF HISTORIC PROPERTY TYPES



5.0 SUMMARY OF HISTORIC PROPERTY TYPES

Under the Delaware State Plan (Ames et al. 1989; Herman et al. 1989), a total of five historic property types were anticipated for this project. These resource types relate to 1) Architecture; 2) Agriculture; 3) Commerce/Retailing; 4) Transportation; 5) Religion; and 6) Education.

Although a property may be potentially eligible under Criterion D, discussions of eligibility requirements for this criterion are not addressed in this architectural resources report. An archaeological report for this project is being written as a separate document.

The following descriptions summarize the expected resource types:

5.1 Architecture: Residential Properties

Most of the resources expected for this project would be residential buildings and would include examples of particular architectural styles or types. Residential types or styles expected in the project area include Late Victorian, Late-Nineteenth- and Early-Twentieth-Century Movements (Bungalow), and Mid-Twentieth-Century Movements (Ranch, Colonial Revival, and Minimal Traditional styles).

Late Victorian Dwellings. Victorian dwellings are very much a product of the rapid industrialization that occurred in the nineteenth century. During this period, the balloon frame replaced heavy timber frame as the predominant construction technique in the United States. The development and widespread use of the balloon frame became one of the most important factors in the availability of the private home to the American middle class (Jackson 1985:124-128). A balloon frame consisted of two-by-fours spaced at 18.0-inch intervals and held together with cut or wire nails rather than forged nails. The balloon frame reflects the technical and industrial innovations of the nineteenth century in two very important aspects. The first is that this framing technique required a significant amount of nails, notably more than the amount builders used in traditional post-and-beam construction. Cut nails first appeared in the late eighteenth century but did not gain wide acceptance until the mid-nineteenth century. The manufacture of cut nails required a machine to stamp out the nail from a sheet of iron and another machine to fashion the

head (Upton et al. 1986:199). Early nails produced by this method did not have the same durable qualities as hand-forged nails. By 1830, however, improvements in cut nail production made them practical for use in home building.

The second innovation required for balloon frame construction is the availability of commercially sawn lumber cut to exacting specifications. Post-and-beam construction utilized heavy timbers joined together with a mortise-and-tenon joint. This method required a skilled knowledge of joinery to fashion each joint into interlocking shapes (Clark 1986:17-18). With the balloon frame, a builder with relatively little experience could complete assembly. Home building became cheaper and quicker as this method gained acceptance.

American housing design and construction changed significantly during the Victorian Period. The rapid expansion of the railroads allowed builders to order pre-cut lumber from sawmills and have it shipped to the nearest railroad depot. The materials could then be transported to the building site and assembled, often by people with few skills or very little experience. The use of a balloon frame also allowed houses to depart considerably from the simple rectangular shapes of the past. These changes in form are clearly seen in the cross gables and complex shapes of Victorian homes. Victorian homes also exhibit many intricate house components not seen in earlier styles. Mass-produced windows, decorative shingles, siding, and doors became available at a low cost to middle class builders in many of the areas serviced by the rapidly expanding rail network (McAlester and McAlester 1984:239).

Many residences in Kent County are vernacular representations of these architectural styles, often displaying Victorian characteristics on a simpler vernacular building form. Homeowners also applied Victorian detailing to earlier farmhouses in an effort to update appearances. Many vernacular structures constructed during this period often exhibited traditional forms while featuring Victorian details. The application of Victorian details to traditional building forms is often referred to as “Folk Victorian” (McAlester 1984:308-317). The most common feature of Folk Victorian is a decorative porch with ornamentation that usually includes spindle-work or jig-sawn cutwork.

Some important character-defining elements for Folk Victorian buildings include:

- Victorian detailing on traditional building forms;
- Simplified form with detailing confined to the porch, gable end, and cornice;
- Decorative porch as dominant feature;
- Porch ornament includes spindle-work or fig-saw cut work;
- Symmetrical façade, except Gable-Front-and-Wing form;
- Cornices with brackets and molding.

Additional information on various Victorian styles and vernacular expressions thereof may be found in Lanier and Herman's *A Field Guide to Delaware Architecture* (1992) and *Everyday Architecture of the Mid-Atlantic* (1997).

Residential Rebuilding in the Late Nineteenth Century. During the third quarter of the nineteenth century, some of the more prosperous landowners in Delaware enlarged and substantially remodeled their houses. The Jehu Reed House is an example of this trend. Located on the west side of SR 1 at the intersection of Bowers Beach Road, this Little Heaven landmark was featured in the WPA's *American Guide Series* for Delaware. Compiled by the Federal Writers' Project, the Guide was published in 1938 and was subsequently re-printed.

Jehu Reed was an early pioneer in the propagation and growing of peaches and other fruits. He began growing peaches in 1827 and soon thereafter expanded his orchard to include plum, apple, and quince trees in addition to grape vines (Reynolds 1982:374). According to the *Guide*, the Jehu Reed House was built in 1771 and remodeled and enlarged in 1868.

...The house is a good example of the transformation that overtook many old Delaware country mansions between 1865 and 1880 – the latter part of the second golden age of agriculture in the Colony and State.

Jehu Reed (1805-1880), one of the most noted of an early group of scientific farmers..., had grown wealthy on the sale of peaches, young grafted peach trees and other crops, including silk produced by silkworms feeding on his own mulberry trees. The Civil War boomed the price of everything he raised and in 1868 he began renovating the place.

After he finished rebuilding his extensive barns and stables, he enlarged his home according to the best style of the day. To the simple and dignified two-and-one-half story Georgian Colonial house he added a heavy, square third story... To the front he added a porch, and on the broad new roof he placed an observatory with an ornamental iron railing (now gone [sic]) from which on clear days he might survey his lands and orchards. Windows, doorways, and woodwork were changed to conform to the current style. (WPA 1948:372-373).

The remodeling, replacing, and/or enlarging of houses constituted a broad pattern in Delaware after the Civil War and up through the third quarter of the nineteenth century, or the collapse of the peach boom. A thematic National Register nomination entitled *Rebuilding St. Georges Hundred, 1830-1899* traces the trend in southern New Castle County (Herman et al 1985). If the Jehu Reed House is an example, this trend appears to have extended at least as far south as Kent County. The study notes that the rebuilding theme is “representative of a broad pattern of historically documented architectural, agricultural, and social changes” taking place during that time (ibid.:Section 7:1). The buildings in the study reflected local versions and/or mixes of Italianate, Second Empire, Gothic, Late Federal, and Greek Revival architectural styles. In the study, not only were houses rebuilt (as well as re-organized on the interior), but agricultural buildings were also changed and re-worked into new buildings (ibid.: Section 7:1-2). According to the *Guide* (see indented quote above), Jehu Reed rebuilt his “stables and barns” even before starting to rebuild his house. Farmers such as Jehu Reed were actually creating country estates.

Late Nineteenth and Early Twentieth Century Movements: Bungalows and Vernacular Cottages.

The Bungalow or Craftsman style was generally popular from the turn of the century through 1930, although both earlier and later examples may exist. Classic Bungalow style residences are typically one to one-and-one-half stories high, with gently pitched gable roofs. Dormers penetrate the roof of most bungalows, allowing light into the upper level. The eaves overhang, exposed rafters, purlins, and beams often extend beyond the wall and roof. Bungalows typically have a substantial one-story integral front porch, supported by battered wooden columns on massive masonry piers. Many bungalow walls are covered in wood shingles, although brick and stucco are also used in some cases. Chimneys are generally rough masonry, visually anchoring the building to the ground. Windows vary in configuration, but are generally made of wood.

Additional information on Bungalow styles in Delaware may be found in Lanier and Herman's *A Field Guide to Delaware Architecture* (1992).

The vernacular cottage is one of the most prolific house forms of the 1900-1940 period and is characterized by a one- or one-and-one-half-story height, side-gable roof, and a two- or three-bay width. Stylistic details are sometimes present, though stylistic simplicity defines the character of the vernacular cottage. The Colonial Revival style rekindled an interest in small seventeenth- and eighteenth-century Dutch Colonial, Cape Cod, and English house forms of the Atlantic seaboard (McAlester and McAlester 1984:324). Dutch Colonial variants typically feature exaggerated side gambrel roof and continuous dormers across the front, while others have front-facing gambrel roofs with a cross gambrel.

Mid-Twentieth-Century Movements. Expected resource types within the genre of mid-twentieth-century movements may include Minimal Traditional styles and several others, such as Ranch or Colonial Revival. Minimal Traditional, or tract, homes and ranch houses were widely constructed during this post-World War II (WWII) period. The vernacular cottage also remained very popular in the area. Houses built since 1945 tend to have Colonial Revival-style details, or other details that imitate this or earlier trends. While garages were sometimes present during the previous 1900-1945 period, they were not usually attached to the residence; after 1945, garages were most commonly attached to the house.

The type of building labeled as Minimal Traditional by Virginia and Lee McAlester came into being in the 1930s but were generally built after WWII, in the latter half of the 1940s and 1950s (McAlester and McAlester 1984:477-478). Minimal Traditional houses are often relatively small one-story houses with side-gable roofs, often with dominant front gable projections or wall dormers. The houses tend to have a low roof pitch with close rather than broadly overhanging eaves. Minimal traditional houses usually have one substantial chimney located in the gable end, and are most often built of wood, brick, and/or stone. As is suggested by their label, Minimal Traditional houses incorporate a minimal amount of traditional detailing.

Ranch houses became popular in the 1950s and 1960s, and are still built to some extent today. Low-pitched roofs, and broad, rambling facades characterize these houses. Ranch houses generally lack ornamental detailing, although some have decorative shutters, porch supports, and other details loosely based on earlier forms and styles.

Significance Evaluation for Architecture Resources. Architectural resources may be significant either for their building form, architectural style, or both. Individual resources should possess a high degree of material integrity; however, given the fact that design and material alterations are so common, architectural resources significant for their historic associations are expected to have slightly lower integrity. All architectural resources must maintain the character-defining elements of their form and style and must convey the character of their period of significance, thus demonstrating sufficient integrity of feeling and association.

When evaluating architectural resources for historic significance (Criterion A), they should possess a strong association with community growth and development and/or architectural trends. To be eligible under Criterion B, a property must include buildings or structures that represent the contribution of an individual who has played a role in the historic development and/or prosperity of the area. To retain architectural significance (Criterion C), individual resources under Criterion C must maintain the character-defining elements of their form and style, as outlined in style books such as *A Field Guide to American Houses* (McAlester and McAlester 1984), and must retain sufficient integrity to convey the character of their period of significance. Individual architectural resources should retain the characteristics of their style, period, or method of construction, and must convey their role in architectural history. Rebuilt houses such as those that were remodeled during the peach boom era may be significant for more than one architectural style and time period.

Cohesive groups of resources may also be eligible under Criterion C as distinguishable entities whose individual components may lack distinction. Bungalows, vernacular cottages, and other dwelling types from the mid-twentieth-century movements (such as Ranch houses in particular) may be best evaluated as groups or neighborhoods. Residential neighborhoods, rather than individual residences, are likely to best represent the events and/or trends of the area; in such

cases, the group of residences should be evaluated as districts. However, since the APE for this project is a narrow section along the SR 1 roadway, and because there has been demolition of a number of buildings there, cohesive groups of residences are not expected to exist along the project roadway margins. Should such groups exist, some of the guidelines set for in the National Register Bulletin entitled *Historic Residential Suburbs: Guidelines for Evaluation and Documentation for the National Register of Historic Places* (Ames and McClelland 2002) could be applicable to residential resources for this area. There are no potential residential neighborhoods in the immediate project APE.

5.2 Agricultural Resources

Since the community of Little Heaven is and was surrounded by agricultural lands, agriculture resource types would be expected in this project area. Expected resource types for agriculture include farms composed of farmland and/or the farmstead (house, barn, and/or associated outbuildings), individual farm buildings, and rural historic districts. Expected domestic outbuildings will include summer kitchens, spring houses, butcher houses, garages, carriage houses, and wash houses. Expected agricultural outbuildings include corn cribs, wagon sheds, poultry houses, pig houses, stables, milk houses, tool sheds, equipment sheds, and structures related to orchard production, such as packing houses.

The farmhouse serves as the principal dwelling unit on the farm. Unlike the evolving function of other farm structures, the principal function of the farmhouse as a residence for the farm family has generally remained constant. Occasionally, early farmhouses of small size were converted to use as domestic outbuildings. In Kent County, some farmhouses remain from various periods of the county's history; however, some of these farmhouses have evolved over time from their original form and styles. Others have been demolished, with only barns and/or associated agricultural outbuildings still standing. Tenant farms are likely to be a farm resource type in the project area, at least archaeologically (since most of the historic agricultural buildings in the project area are no longer standing). Owners of farms who had multiple properties may have lived elsewhere and in larger buildings than their farm tenants. In the project area, the W. Townsend Property (CRS #K-2726) may have been a tenant farm historically based, in part, on research conducted by the University of Delaware (Siders et al. 1991). The historic context

entitled *Agricultural Tenancy in Central Delaware 1770-1900+/-* indicates that “tenants and tenant farms reflected a cross section of the population and landscape of the Upper Peninsula Zone (ibid.:vii).” Also, information on farm layout that is potentially useful for the project area, particularly for resources that no longer contain standing historic buildings, may be found in De Cunzio and Garcia’s *Historic Context: The Archaeology of Agriculture and Rural Life, New Castle and Kent Counties Delaware, 1830-1940* (1992).

Significance Evaluation for Agriculture Resources. To be eligible under Criterion A, an agricultural property must have originally, or through much of its history, been associated with and be reflective of a trend or pattern in agriculture, and include both the land and the buildings where these agricultural trends took place. Trends may include agricultural practices confined to a specific period, or those that reflect substantial change and adaptation over time. To be eligible under Criterion B in the area of agriculture, a property must include buildings or structures that represent the contribution of an individual who has played a role in the historic agricultural development and/or prosperity of the area. To be eligible under Criterion C in the area of architecture, a farm must include a building or structure that embodies the distinctive characteristics of a type, period, or method of construction. For example, a farmhouse may represent the characteristics or construction methods of an architectural style or type of vernacular architecture popular Kent County, the region, or Delaware in a given period.

In order to be seen as significant as an example of a farm, resources must possess land reflecting agricultural use, a house, a barn, and other domestic and/or agricultural outbuildings and structures (exclusive of the main house/barn). It should also include some vegetation associated with the farm, including kitchen gardens, cultivated fields, woodlots, and orchards. Other characteristics may consist of a circulation network connecting the parts of the farm, including farm lanes and paths. In order to be seen as significant as an example of a farm building, a resource should be a unique or rare example of a barn, housing, outbuilding type, or landscape feature. It may also be a well-preserved example of a barn, housing, or outbuilding type that retains exceptional integrity of materials and design. A rural historic landscape should be evaluated as one or a number of historic districts. These historic districts may connect or overlap and some of the districts may extend into adjacent areas.

Transportation Resources: Transportation resources can include a wide range of property types. The resources expected in the project area include roads/highways, gas and/or service stations, roadside stands and/or stores, and motels/tourist cabins.

Automobile service stations were a prominent feature along US 113 within Little Heaven by the end of the first quarter of the twentieth century. The combined factors of geography, existing technology with regard to vehicle fuel efficiency, and the ease in which an individual could establish a working automobile fuel and/or retail service station helped spur the changing landscape along this transportation corridor. As a result of the development of the automobile, a wide variety of commercial building types developed. LeeDecker et al. (1992) discuss the range of buildings found in a rural Delaware area related to the advancement in transportation and the promotion of travel. They state that in rural areas examples of roadside architecture may be found as isolated examples or in small groups of commercial structures (such as: the cabin court, family restaurant, and pump island). Other travel associated features would include parking lots and drive courts, and curb cuts to facilitate the arrival of the consumer by automobile and make the station lot an extension of the road (LeeDecker et al. 1992:311). The earliest pumping stations were placed along the roadside, creating congestion and roadside hazards for the prospective customer. The pump area was soon moved to an island off the roadside to allow the vehicle to pass on either side.

During the early part of the twentieth century many general stores, motels, and car dealers installed gas-dispensing pumps (Puleo 2001:8). Although most of the early gas “stations” in the project area have been closed and/or demolished, several of the structures exist today, adapted for use as residential and commercial buildings. Some retain their garage doors, pump island, and concrete curbs.

Typical character-defining elements for gas/service stations include: roadside location; roadside signage; gas pumps in front of building adjacent to roadway—often sheltered by a canopy or porte-cochere; horizontal form emphasized by painted lines at façade, rounded corners, etc. Also, the office is usually separate from the auto repair facility, which is usually a corner office with

adjacent garage bays. The discussion on significance evaluation for transportation resources is combined with the commercial resources section (see below).

One older gas station remains in the project area (CRS #K-6778; ca. 1925); this was a multiple-purpose facility that apparently included a store, etc. While the pumps are no longer there, the unoccupied building still stands. A property across the road that once served as a gas station and store (CRS #K-7355) no longer dispenses gasoline, and is now used solely as a residence. A much later gas station (CRS #K-7363; ca. 1958) with a modern canopy is located toward the south of the project area and is no longer in use.

5.3 Commercial (Retail) Resources

Expected commercial (retail) establishments in the project area would be associated with highway transportation, such as roadside markets located near or in conjunction with filling stations. Farm stands may be located at the roadside either at the farm, or in conjunction with a small gas station or store. Some local farm stands are likely to be seasonal only, while farmers' markets have products from various vendors. For example, as noted, above CRS #K-6778 was a multiple-purpose facility that included a gas station and store. Eating and drinking establishments, such as taverns, restaurants (including specialty restaurants), diners, luncheonettes, and bars are also expected property types. Some typical character-defining elements for commercial resources may include: a dominant front façade; larger windows on the first story, often comprising a distinctive store front; distinguishing ornamentation or decoration on the front façade, usually around the store front and/or at the cornice, using architectural styles of the period; and signage and/or advertisements on the property.

Commercial districts are areas where a number of commercial properties exist within close proximity to one another. Where services were not provided within the community, residents either had to travel to neighboring villages to conduct business or relied on goods shipped from the city. Thus, the development of commercial districts added to the convenience of village life, and contributed to additional community growth in many instances. Commercial districts tended to form in a linear pattern along roadways outside of towns or around intersections, where they could serve both local residents and travelers.

Significance Evaluation for Commercial and Transportation Resources. When evaluating transportation and/or commercial resources for historic significance (Criterion A), the resources should possess a strong association with transportation themes, community development, and/or commercial trends. Resources may be function-specific, such as an automobile repair shop, restaurant, or tavern, or they may have combined functions such as a gas station with general stores or with a farm stand. Ordinarily, in order to be eligible as a commercial establishment, the resource must have served a commercial purpose at some point more than 50 years ago, and the physical characteristics from the time in which it functioned commercially must be apparent.

Commercial and transportation resources may be eligible under Criterion B for associations with persons significant within our past. The resource must represent the significance of the individual within the context of commercial, transportation, and community development. Examples of persons with significant associations with transportation or commercial development may include those associated with significant innovations in commercial activities.

To be eligible under Criterion C, a transportation or commercial resource must retain the characteristics of its style, type, period, or method of construction, and must convey its historic commercial function. Both transportation and commercial resources may be significant for their historic building form and/or style. This may include early, traditional designs for lodging and service stations, as well as later streamlined designs, or buildings that exhibit identifiable traits of specific companies that developed or flourished in the automobile era. Properties that exhibit the use of modern construction techniques and materials, such as enameled porcelain, stainless steel, aluminum, and glass blocks, might qualify under this criterion.

5.4 Religious Resources

Religious resources, which may include (but are not limited to) churches, meetinghouses, and cemeteries, might be expected in the project APE, but none were found. This may be due to attrition or to the fact that the APE is somewhat narrowly-defined, and the Little Heaven community itself is small. For example, the Mt. Olive Church (CRS #K-2730) is located in Little Heaven along Skeeter Neck Road, but it is outside the limits of the APE. Similarly, Barratt's Chapel, although outside the APE, is just over 1.0 mile to the south of Little Heaven, and could

have been used as a place of worship by local residents. The John Wesley Church was another place of worship, located further north (over 4.0 miles) toward Dover on SR 9.

5.5 Educational Resources

Education resources may include public and private schools, or specialized schools. Institutions of higher learning would not be expected within the limited, rural project area. Specific examples of property types for this theme include rural schools that were erected during the late nineteenth century and during the Progressive school era of the late 'teens and 1920s for both African-American and Caucasian students. Late-nineteenth-century, rural, one-room schools are usually vernacular building forms, most often with gable and sometimes with hipped or jerkinhead roofs. An example of this type is the former frame Warren School #28 (CRS #K-2718), located off of Skeeter Neck Road (outside the present study area 0.5 mile to the east of SR 1). Others, particularly after the turn of the century, were constructed of brick masonry.

One-room schools are typically rectangular in shape with a single story; usually about 25.0 feet by 50.0 feet with a cupola and bell (also like the Warren School; but later removed). Some of these schools will have separate entrances for males and females; and many have symmetrical one- and three-bay facades. Consolidated schools are larger, have multiple rooms, and may be constructed of brick, but wood frame is more typical in rural areas. Either large windows or bands of windows, often organized into a rhythmic pattern of fenestration, are typical. A prominent (often symmetrical) entrance, classical detailing, including such details as monumental columns, pediments, quoins, and bold lintels are other common characteristics.

In the first quarter of the twentieth century, schools were designed in Revival styles such as Tudor Revival, Dutch Colonial Revival, and Colonial Revival. Pierre S. du Pont was instrumental in funding public education in Delaware beginning in 1919, and constructed separate schools for African-American and Caucasian children. Du Pont sought out the country's top school architects to design the best, most progressive new schools in Delaware. Du Pont founded the Delaware Auxiliary Association, and created a trust fund for the Auxiliary and provided funds for the construction of schools for both Caucasian and African-American children throughout Delaware. He engaged James O. Betelle of the Newark, New Jersey

architectural firm of Guilbert and Betelle. An example of one of these schools is the Mt. Olive Colored School (CRS #K-2685) located on the west side of SR 1. Numerous schools, in several Colonial Revival styles, were funded and built throughout the state under du Pont's program. An unprecedented 89 schools were built in Delaware for African-American children alone with du Pont's leadership. These new schools significantly improved the education of African-American children in Delaware at a time when the state had been notoriously poor in the education of these children. Typical elements of this period include banked nine-over-nine awning windows, wood-shingle siding, deep cornices with gable returns, and pedimented porticos.

Significance Evaluation for Education Resources. For a property to be eligible under Criterion A, an educational resource must possess a strong association with important events, activities, and trends. An important trend of the first quarter of the twentieth century in Delaware is Pierre du Pont's school-building movement and, in particular, his initiative to improve schools, particularly for African-American children. An educational resource may be eligible under Criterion B if it is associated with an individual or group of particular importance local, regional, state, or national history as related to education. For eligibility under Criterion C, an educational property should represent distinctive characteristics of its types, period, or method of construction. Some of these properties may be more significant for their historic associations or as rare examples of their type. To be eligible under Criterion C, most or all character-defining elements must be intact, and integrity must be sufficient for the building to convey its historic character.

6.0 SUMMARY OF SURVEYED ARCHITECTURAL RESOURCES



6.0 SUMMARY OF SURVEYED ARCHITECTURAL RESOURCES

Copies of CRS forms for all of the architectural survey forms may be found in Volume II of this report. In addition to the CRS forms, all properties surveyed for this project also have a narrative description, a brief historic overview, and a narrative evaluation of the property's eligibility. Since the CRS forms and the narrative discussions are lengthy, they are not repeated in this report. Instead, the property information is summarized in Table II. In addition, brief descriptions are provided below for each standing resource, with references to Delaware's State Historic Context Framework. Digital photographs of each resource follow the descriptions in Appendix A. Black-and-white contact sheets and photo logs as per DESHPO requirements are being submitted separately from this report.

Table 2. Summary Table of All Surveyed Resources in Project APE.						
CRS No. (K- prefix)	Name	Street Address or Location	Type	Age (approx.)	Recommended Eligibility	Comments
137	Jehu Reed House	7585 Bay Road	Residence/Mansion Jehu Reed House	ca. 1771 and ca. late 1860s	Previously Listed on NR, Still Recommended Eligible	occupied
2685	Mt. Olive School	West Side of SR 1, 288 Clapham Road	school	ca. 1923	Eligible Criteria A and C	unoccupied
2700	Roe Property	223 Mulberrie Point Road	residence	ca. 1885	Not eligible	occupied
2722	G. Grier Property	SE Corner of Skeeter Neck Road and SR 1	farmstead	19th century	N/A	demolished
2723	N/A	North Side of Skeeter Neck Road	farmstead	19th century	N/A	demolished
2724	N/A	NE Corner Bowers Beach Road and SR 1	residence	early 20th century	N/A	demolished
2725	N/A	NE Corner Bowers Beach Road and SR 1	gas station	early 20th century	N/A	demolished
2726	W. Townsend Property	West Side of SR 1, near Frederica	farmstead	1865	Not eligible	occupied
2731	N/A	2825 Skeeter Neck Road	farmstead	19th century	N/A	demolished
2738	unknown	NW corner of Barrett's Chapel Road and SR 1	residence/farmstead	late 19th & early 20th century	N/A	demolished
6716	E. Shahan Property	7682 Bay Road	residence	1946	Not eligible	occupied
6777	N/A	SE Corner Bowers Beach Road and SR 1	unknown	19th century	N/A	demolished
6778	Cain's Furniture	West Side of SR 1	gas station/store	1920	Not eligible	not occupied
7345	Hall Property	West Side of SR 1	residence	1950	Not eligible	occupied

7346	Mantor Property	West Side of SR 1; 7917 & 7905 Bay Road	residence	ca. 1945	Not eligible	occupied
7347	Moore Property	West Side of SR 1	residence	1935-1946	Not eligible	occupied
7348	Dare's Supermarket	7821 Bay Road	deli/store	1950; 1956+	Not eligible	occupied
7349	Ryan Property	West Side of SR 1; 7615 Bay Road	liquor store	ca. 1950	Not eligible	occupied
7350	Merritt Property	62 Wilkins Avenue	residence	ca. 1950	Not eligible	occupied
7351	Webb Property	Bay Road; West Side of SR 1	farm	ca. 1925	Not eligible	not occupied
7352	Rainbow Inn	7824 Bay Road	Rainbow Inn/restaurant	1945+	Not eligible	unoccupied
7353	Appel Marine Property	7798 Bay Road	Appel Marine (supply and storage)	ca. 1960	Not eligible	demolished
7354	Baker Property	7764 Bay Road	store/former gas station	late 1930s	Not eligible	not occupied
7355	Dewey Shahan Property	7698 Bay Road	residence.former store.gas station etc.	ca. 1938	Not eligible	occupied
7356	K. Shahan Property	7656 Bay Road	residence	1952	Not eligible	occupied
7357	Baker II Property	47 Bowers Beach Road	residence	1930	Not eligible	occupied
7358	Blades Property	81 Bowers Beach Road	residence	1960	Not eligible	occupied
7359	Conley Property	97 Bowers Beach Road	residence	1945	Not eligible	occupied
7360	Grodkiewicz Property	111 Bowers Beach Road	residence	1954	Not eligible	occupied
7361	Smith Property	177 Mulberrie Point Road	residence	1946	Not eligible	occupied
7362	Flynn Property	84 Bowers Beach Road	residence	1957	Not eligible	occupied

7363	Allen/Darby Property	East Side of SR 1	produce store and residence	ca. 1948 (res.) & ca. 1960/1978 (store)	Not eligible	residence not occupied; store is occupied
7364	Elfreth II Property	East Side of SR 1; 7246 Bay Road	gas station/store	1957	Not eligible	not occupied
7365	Elfreth Property	East Side of SR 1; 7308 & 7274 Bay Road	cabins-residences	ca. 1958	Not eligible	occupied
7373	Northrop Property	3024 Skeeter Neck Road, North Side	residence	1954	Not eligible	occupied
7374	F. Wilkins Property	North Side of Skeeter Neck Road (Little Heaven)	residence	1920	Not eligible	occupied
7375	L. Webb Property	West Side of SR 1, Near Frederica	residence	1948	Not eligible	occupied
7376	J. & J. Webb Property	Bay Road, West Side of SR 1	residence	1950	Not eligible	not occupied
7377	R. Webb Property	6929 Bay Road	residence	1952	Not eligible	occupied
7378	McIvane Property	128 Mulberrie Point Road	residence	1945	Not eligible	occupied

CRS #K-137; Jehu Reed House

General Description. This is a three-story, Italianate brick residence/mansion that was first constructed around 1771 and later enlarged in 1868. The main block and a two-story addition form an “L” shape, and there is a one-story shed addition. Originally, the house was a two-and-one-half-story, three-bay Georgian dwelling. The property has suffered physical deterioration over the last several years due to neglect. The front porch roof is slumping, and the wood on the porch deck is beginning to break. Much of the house is overgrown by vegetation.

This property was documented by the Center for Historic Architecture and Design of the University of Delaware (2000). Documentation was taken to Level II, which included annotated field notes, measured drawings, color slides, large-format (4.0 inches by 5.0 inches) black-and-white photographs, and an architectural data narrative. The narrative portion of the documentation and photocopies of the photographs may be found in Volume II of this report. New black-and-white photographs (developed as contact sheets) were also taken for this survey as per DESHPO requirements. The existing tax parcel, No. 8-00-12200-02-2400-00001, will serve as the National Register boundary for the Jehu Reed House. The parcel is a rectangular shape and extends generally westward from SR 1. The tax parcel, which consists of 5.7 acres, includes the main house and several outbuildings, with open land immediately surrounding the buildings and forested land to the rear (west) of the buildings. The boundary is delimited by the edge of the pavement along SR 1 (to the east) and by the outer limits of the property on the north, south, and west sides. This boundary sufficiently encompasses the existing portion of the historic acreage of the Jehu Reed House and the property on which the extant buildings stand to maintain the setting and feeling of the historic house and surrounding lands. This boundary was prepared in accordance with the guidelines set forth in the *National Register Bulletin: Defining Boundaries for National Register Properties* (NPS 1997).

State Historic Context Framework:

Time Periods: 1770-1830 Early Industrialization

1830-1880 Industrialization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Agriculture and Architecture, Engineering, and Decorative Arts

National Register Evaluation: Listed on the National Register. Overall, the Jehu Reed House still retains its character-defining elements and is a good example of a peach baron's residence that was "rebuilt" and enlarged in the mid-nineteenth century.

CRS #K-2685; Mt. Olive Colored School/Mt. Olive School

General Description. The one-and-one-half-story, frame side gable school faces west and is generally three times longer than it is wide. Overall, the frame walls of the building are clad in vinyl siding at the façade and rear elevation, although the original wooden siding remains visible at a portion of the rear elevation and at the side elevations. The façade (west elevation) features a central pair of entrance doors that are accessed via steps. A fanlight is located above the central opening. A one-story portico with a curved underside roof shelters the door opening, and the portico features a decorative crown supported by paired squared wooden square columns.

The noted school architect James Oscar Betelle designed the Mt. Olive Colored School. Mt. Olive represents a result of the post-World War I movement organized and financed by Pierre Samuel du Pont to reorganize Delaware's segregated educational system and to rebuild Delaware's schools.

During the 1920s, schools for Caucasian children were consolidated to serve larger geographical areas with more grades under one roof, while those for African-American students remained small (usually one- or two-room) and limited to elementary grades. Mt. Olive was built as a "two-room" or "two-teacher" school. The Mt. Olive Colored School is recommended eligible for listing in the National Register of Historic Places under Criterion A for its importance as a locus of rural African-American education in Delaware and Criterion C as an example of the 1920s Colonial Revival schools, which were designed specifically for Delaware by nationally-renowned school architect James Oscar Betelle.

Mt. Olive School also represents the only known tangible element from a rural African American rural or "settlement" community in Little Heaven. African American settlements, as defined in *African American Settlement Patterns on the Upper Peninsula Zone of Delaware 1730-1940+/-: Historic Context* (Skelcher 1995), typically include, at a minimum, institutions such as a church

and a school building, as well as residential buildings. An African American church – the Mt. Olive A.M.E. — is located nearby to the east, but the building has been highly altered and there are no recognizable African American residential buildings in the vicinity. Furthermore, the church and school are now physically isolated from one another. As a community institution, the Mt. Olive School is the last surviving property associated with the Little Heaven African American Settlement with sufficient integrity to qualify for listing.

A recommended National Register boundary for the Mt. Olive Colored School is included in the DOE form in Volume II of this report. The boundary extends to the limits of the present tax parcel.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Education & Architecture, Engineering, and Decorative Arts; African American Settlement Patterns

National Register Evaluation: Eligible under Criteria A and C.

CRS #K-2700; Roe Property

General Description. This is a Late Victorian frame residence with intersecting gables and several enclosed porch additions.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-2726; W. Townsend Property/Holiday Hill Farm

General Description. This property includes a cross gable, vernacular farmhouse dating from the third quarter of the nineteenth century. The house has been extensively remodeled. It also includes a modern garage, a milk house, a wagon shed, and a large a machine shed complex.

This building had an earlier CRS form from ca. 1980. Many of the historic outbuildings noted in that survey are no longer extant.

State Historic Context Framework

Time Period: 1830-1880 Industrialization and Early Urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Agriculture

National Register Evaluation: Not eligible.

CRS #K-6716; E. Shahan Property

General Description. This is a mid-twentieth-century, frame, Colonial Revival residence/cottage.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-6778; Cain's Furniture Property

General Description. This is a single-story, frame store and former gas station dating from the second quarter of the twentieth century.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing & Transportation and Communication

National Register Evaluation: Not eligible.

CRS #K-7345; Hall Property

General Description. This includes a mid-twentieth-century, small, one-story residence, and a modern shed.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7346; Mantor Property

General Description. The Mantor Property consists of a modest, mid-twentieth-century dwelling, three sheds, and a modern garage.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7347; Moore Property

General Description. This is a frame, Colonial Revival-influenced residence with large dormers and a clipped gable end.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7348; Dare's Supermarket/Med's Market

General Description. This is a supermarket/convenience store located along SR 1. This commercial building is built with concrete blocks and is painted a pale cream color.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing

National Register Evaluation: Not eligible.

CRS #K-7349; Ryan Property

General Description. This small commercial building is built with concrete blocks and is painted with a cream color. It is rectangular in shape, with a corner entrance to the northeast.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing

National Register Evaluation: Not eligible.

CRS #K-7350; Merritt Property

General Description. The property includes a one-story, *circa*-1950 ranch house and a utility shed.

State Historic Context Framework

Time Period: Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7351; Webb Property

General Description. The former farmstead complex includes a poultry house, equipment shed, storage shed, and two corn bins; the farmhouse is no longer extant.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Agriculture

National Register Evaluation: Not eligible.

CRS #K-7352; Rainbow Inn Property

General Description. The Rainbow Inn and Seafood Market is a “U”-shaped, concrete block building. It functioned as a restaurant and tavern.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing

National Register Evaluation: Not eligible.

CRS #K-7353; Appel's Marine Sales and Service

General Description. This consisted of a main commercial building (ca. 1960), a modern storage shed complex, and a modern trailer. The standing buildings were demolished during the course of this survey.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing

National Register Evaluation: Not eligible.

CRS #K-7354; Baker Property

General Description. This is a frame building with a sloping shed roof and a low parapet across the front. It apparently once served as a gas station and market, and later as a residence. It is currently unoccupied.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing & Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7355; Dewey Shahan Property

General Description. This is a frame side gabled building and an open, shed-roofed porch extends the width of the façade. Now serving solely as a residence, it once functioned as a fruit stand/store and gas station.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing & Architecture

National Register Evaluation: Not eligible.

CRS #K-7356; K. Shahan Property

General Description. This is a mid-twentieth-century Ranch-style frame residence that is covered with vinyl siding.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7357; Baker II Property

General Description. The property includes a one-story, frame, circa-1930 dwelling and a shed.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7358; Blades Property

General Description. The Blades Property includes a one-story Ranch dwelling house (ca. 1960) and a modern utility shed.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7359; Conley Property

General Description. This property consists of a one-story, *circa*-1940s, Cape Cod-influenced dwelling.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7360; Grodkiewicz Property

General Description. This includes a small mid-twentieth-century one-story residence and two modern utility sheds.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7361; Smith Property

General Description. This includes a mid-twentieth-century Ranch house that has been expanded and updated, and a modern garage.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7362; Flynn Property

General Description. This includes a one-story, mid-twentieth-century house (ca. 1957), and a shed and garage.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7363; Allen/Darby Property

General Description. The Darby Property includes an abandoned house (ca. 1948) and garage, and an operating farm market (ca. 1960 and 1978).

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing; Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7364; Elfreth II Property

General Description. This unoccupied building formerly operated as a gas station and convenience store. It has a late-twentieth-century gas station canopy, but the gas pumps have been removed.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Retailing & Transportation and Communication

National Register Evaluation: Not eligible.

CRS #K-7365; Elfreth Property

General Description. This property consists of two small, single-story dwellings constructed in the late 1950s.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS # K-7373; Northrop Property

General Description. The property includes a one-story, frame, mid-twentieth-century dwelling, garage, and a shed. The garage has a screened porch addition on the north side.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7374; F. Wilkins Property

General Description. The property consists of a one-story, square, molded concrete block residence dating from the 1920s. The building has clearly been converted from an outbuilding into a dwelling, though its original function is unclear.

State Historic Context Framework

Time Period: 1880-1940 Urbanization and Early Suburbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7375; L. and R. Webb Property

General Description. This property includes a mid-twentieth-century, one-and-one-half-story, side gable vernacular cottage. It also includes a garage and two concrete block warehouses that are used for the adjacent farm market/store.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7376; J. & J. Webb Property

General Description. This property includes a mid-twentieth-century, one-and-one-half-story, side gable vernacular cottage and garage.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS #K-7377 R. Webb Property

General Description. This property includes a mid-twentieth-century, one-and-one-half-story, vernacular cottage and garage.

State Historic Context Framework

Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

CRS # K-7378 McIlvane Property

General Description. The property includes a one-story, rectangular, side gable, mid-1940s Ranch house. It also has a garage and a modern utility shed.

State Historic Context Framework

Time Period: Time Period: 1940-1960 Suburbanization and Early Ex-urbanization

Geographic Zone: Upper Peninsula Zone

Historic Period Theme(s): Architecture, Engineering, and Decorative Arts

National Register Evaluation: Not eligible.

7.0 CONCLUSIONS AND RECOMMENDATIONS



7.0 CONCLUSIONS AND RECOMMENDATIONS

This report presents the results of a reconnaissance survey of historic resources in the study area of the SR 1 Little Heaven Interchange project. A total of 41 historic resources were surveyed in the project study area, 14 of which had been previously identified. During the survey, it was discovered that seven of the previously identified resources have been demolished; CRS update forms were provided for these properties. In addition, an eighth resource, the Appel Marine Property, was demolished during the course of this survey. One resource, the Jehu Reed House (CRS #K-137), was previously listed in the National Register of Historic Places. Although the Jehu Reed House has suffered some physical deterioration, the Jehu Reed House maintains good historic architectural integrity and A.D. Marble & Company recommends that it continue to meet the eligibility criteria established by the NPS (NPS 1997). Properties that previously contained historic buildings but that have been demolished may have potential as archaeological resources; and this will be addressed in a separate report.

Not including the Jehu Reed House, 32 standing resources were evaluated against the criteria established by the NPS (1997), and in relationship to the quality of expected historic property types for the survey area. One resource, the Mt. Olive Colored School, is recommended eligible for listing in the National Register under Criterion A for its importance as a locus of rural African-American education in Delaware and Criterion C as an example of the 1920s Colonial Revival schools designed specifically for Delaware by nationally-renowned school architect James Oscar Betelle. A DOE form was completed for this resource (see Volume II).

The remaining 31 surveyed properties are recommended not eligible for listing in the National Register of Historic Places. None of these resources are good examples of their respective property types. The vast majority are residential buildings, most of which were built during the mid-twentieth century. Many have witnessed alterations over the years, and none are especially high-quality examples of their types. There are no potential historic districts in the study area, either residential or otherwise. There are several commercial and transportation resources, such as Dare's Supermarket (CRS #K-7348) and Cain's Furniture (a former gas station), but none of these meet the eligibility requirements for listing in the National Register. Others, such as CRS

#K-7355 and CRS #K-7354 were commercial properties historically, and are now solely used as residences; and neither of these would meet eligibility requirements for commercial and/or transportation property types. No religion resources were found within the project APE.

A number of agricultural resources would have been expected in the study area; however, many of these have been demolished since they were surveyed on CRS forms in the early 1980s (see Table II). For example, CRS #sK-2731, K-2724, K-2722, K-2723 appear to have been agricultural resources based on the photographs in the CRS forms. Extant farms within the study area lack the minimum requirements for eligibility as a historic farm. For example, while the buildings at the Webb Property (CRS #K-7351) are located amidst agricultural lands, the house, barn(s), and many of the associated outbuildings are no longer standing. The W. Townsend Property (CRS #K-2726) is another example of a farm in the project area; in this case, nearly all of the historic outbuildings have been razed and/or replaced, and although the farmhouse is still extant, it has been altered extensively. In addition, CRS #K-2700 on Mulberrie Point Road, is still surrounded by agricultural lands, but the house has been moved and has witnessed alterations and additions, and the property lacks all its agricultural outbuildings. As noted above, properties that previously contained standing historic buildings, but which have been demolished may have potential as archaeological resources; and this will be addressed in a separate report.

For the Jehu Reed House, although it is assumed that the National Register boundary coincides with the tax parcel; the National Register nomination form does not include a boundary description. Therefore, if the proposed undertaking produces visual and/or other indirect or direct impacts, a definitive National Register boundary may need to be established for this resource. A recommended National Register boundary for the Mt. Olive Colored School is included in the DOE form in Volume II of this report. The boundary extends to the limits of the present tax parcel.

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*APPENDIX A:
DIGITAL PHOTOGRAPHS OF SURVEYED
ARCHITECTURAL RESOURCES*





Photograph 1: K-137, view looking south (November 2003).



Photograph 2a: K-2685, view looking northwest (November 2003).



Photograph 2b: K-2685, view looking northeast (November 2003).



Photograph 3: K-2700, view looking northwest (November 2003).



Photograph 4: K-2726 (view looking north) (August 2004).



Photograph 5: K-6716, view looking east (November 2003).



Photograph 6: K-6778, view looking southwest (November 2003).



Photograph 7: K-7345, view looking northeast (November 2003).



Photograph 8: K-7346, view looking northwest (November 2003).



Photograph 9: K-7347, view looking northwest (November 2003).



Photograph 10: K-7348, view looking west (November 2003).



Photograph 11a: K-7349, view looking west (November 2003).



Photograph 11b: K-7349, view looking northwest (November 2003).



Photograph 12: K-7350, view looking east (November 2003).



Photograph 13a: K-7351 chicken house, view looking east (November 2003).



Photograph 13b: K-7351 storage shed, view looking northeast (November 2003).



Photograph 13c: K-7351 equipment shed, view looking west (November 2003).



Photograph 14a: K-7352, view looking northeast (November 2003).



Photograph 14b: K-7352, view looking south (November 2003).



Photograph 15: K-7353, view looking northeast (November 2003).



Photograph 16: K-7354, view looking east (November 2003).



Photograph 17: K-7355, view looking northeast (November 2003).



Photograph 18: K-7356, view looking northeast (November 2003).



Photograph 19: K-7357, view looking north (November 2003).



Photograph 20: K-7358, view looking north (November 2003).



Photograph 21: K-7359, house on right, view looking north (November 2003) .



Photograph 22: K-7360, view looking southeast (November 2003).



Photograph 23: K-7361, view looking northwest (November 2003).



Photograph 24: K-7362, view looking southeast (November 2003).



Photograph 25a: K-7363 farm market, view looking north (November 2003).



Photograph 25b: K-7363 house, view looking northeast (November 2003).



Photograph 26a: K-7364, view looking north (November 2003).



Photograph 26b: K-7364, view looking northeast (November 2003).



Photograph 27a: K-7365, 7308 Bay Road, view looking northeast (November 2003).



Photograph 27b: K-7365, 7274 Bay Road, view looking northeast (November 2003).



Photograph 28: K-7373, view looking north (August 2004).



Photograph 29: K-7374, view looking northwest (August 2004).



Photograph 30: K-7375, view looking west (August 2004).



Photograph 31: K-7376, view looking west (August 2004).



Photograph 32: K-7377, view looking northwest (August 2004).



Photograph 33: K-7378, view looking south (August 2004).

APPENDIX B:
QUALIFICATIONS OF RESEARCHERS



Lauren C. Archibald, Ph.D.
Senior Architectural Historian/Preservation Planner

Dr. Archibald has 26 years of experience in historic preservation planning, architectural history, and anthropology. She has served as Principal Investigator and has conducted and supervised surveys on a variety of historic property types including rural, urban, commercial, residential, and industrial sites. Dr. Archibald has coordinated all aspects of architectural surveys in site-specific locations as well as in larger, county-wide settings in the Mid-Atlantic including NJ, PA, MD, and DE. She has produced historic mitigation documentation (HABS/HAER) and developed archaeological and preservation management plans for Florida, Virginia, and elsewhere. She is extensively trained in transportation issues relating to cultural resource management (CRM), and legislative issues including Section 106, NEPA, Section 4(f), and state laws. Dr. Archibald meets the National Park Service's professional requirements as specified in 36 CFP Part 61.

Education

- 1995 Ph.D., Department of City and Regional Planning, University of Pennsylvania
- 1985 M.A., College of Urban Affairs and Public Policy, Program in Historic Architecture and Engineering, University of Delaware
- 1976 B.A., Anthropology, Kutztown University (Cum Laude)

Professional Experience

1999 – Present	A.D. Marble & Company, Inc.	<i>Sr. Architectural Historian/Preservation Planner</i>
1998 – 1999	MAAR Associates, Inc. (MAI)	<i>Preservation Planner</i>
1997 – 1998	Goucher College	<i>Adjunct Assistant Professor</i>
1995 – 1998	McCormick, Taylor & Associates, Inc.	<i>Historic Preservation Specialist</i>
1987 – 1995	Consultant	<i>Architectural History/Preservation Planning</i>
1985 – 1987	MAAR Associates, Inc.	<i>Senior Architectural Historian</i>
1984 – 1985	City of Wilmington, Delaware	<i>Preservation Planning Intern</i>
1980 – 1984	MAAR Associates, Inc.	<i>Archaeologist</i>
1976 – 1980	American Museum of Natural History, NYC	<i>Administrative and Field Assistant</i>

National Register Nominations

Marydel Farm, St. Georges Hundred, New Castle County, Delaware.
Williamstown Free Library, Williamstown, New Jersey.
Pitman Grove Camp Meeting, Pittman, New Jersey.

Fort Belvoir Historic District Nomination, Virginia. Co-authored with Sheryl N. Hack.
Mansion Park, New Castle, Delaware. Co-authored with Betty Zebooker.
Volunteer Firehouses of Wilmington, Wilmington, Delaware.
Colonial Theatre, Lebanon, Pennsylvania.

Publications

“Prettyboy Dam.” In *History Trails*, published by the Baltimore County Historical Society, Volume 30, Summer 1996, No. 4.

“Historic Preservation in the 1990s,” with G. F. Esterman, J.Z. Mintz, and C. R. Tilley. *Wharton Working Paper No. 125*, 1992. Wharton Real Estate Center, University of Pennsylvania. Won award for Excellence in Real Estate.

“Archaeology and Planning at the Tocobaga Bay Subdivision, City of Sarasota.” In *The Florida Anthropologist*. Volume 45, Number 3, 1992.

“Landscape Archaeology at the Clam Shell Pool, Historic Spanish Point, Osprey, Florida.” In *The Florida Anthropologist*, Volume 44, Number 1, 1990.

“Working to Save the Past in Sarasota County, Florida.” In *The Florida Anthropologist*. Volume 44, Number 1, 1990.

Barbara Copp
Senior Architectural Historian

Barbara Frederick is an architectural historian with over eight years of experience in cultural resources management, including positions in both the private and public sectors. She has extensive experience in the preparation of historic resources surveys, historic contexts, assessment of effect documents, public coordination, and HABS/HAER recordations. Ms. Frederick has worked throughout the Mid-Atlantic region surveying a wide variety of properties including architectural, agricultural, industrial, and engineering resources. For two years, Ms. Frederick worked for divisions of the National Park Service, including the National Historic Landmarks Survey. She is particularly knowledgeable of the qualifications necessary for both National Historic Landmark and National Register listings. Ms. Frederick meets the National Park Service's professional requirements as specified in 36 CFR Part 61.

Education

1996 B.A., Mary Washington College, Fredericksburg, Virginia

1997 Pacific Northwest Preservation Field School, Silverton, Oregon

Professional Experience

2001 – Present	A.D. Marble & Company, Inc.	<i>Sr. Architectural Historian</i>
1999 - 2001	John Milner Associates, Inc.	<i>Architectural Historian</i>
1997-1998	NPS, National Historic Landmarks Survey	<i>Program Assistant</i>
1996-1997	NPS, Museum Management Program	<i>Collections Automation Assistant</i>
1996	NPS, George Washington Memorial Parkway	<i>Historic Preservation Specialist</i>
1994	Massey-Maxwell Associates	<i>Cultural Resources Surveyor</i>

Papers and Publications

2004	“Old Order Amish of the Pequea Valley.” Paper given at the Pioneer America Society Conference on the Cultural Landscape of Southeastern Pennsylvania.
2003	“Buildings, Boundaries, and Bridges: Using GIS and Relational Databases in Historic Resource Surveys” Transportation Research Board, Winter.
1996	“Railroads and Reapers: Agricultural History of Mid-Nineteenth Century Spotsylvania County.” Statistical analysis of agricultural censuses. Published in

the *Journal of Fredericksburg History*, Fall 1996 issue. Senior Research Project,
Mary Washington College, Department of Historic Preservation.

National Register Nominations

Zook House, Chester County, Pennsylvania

The Barclay, Chester County, Pennsylvania

Christine Tate
Architectural Historian

Dr. Tate holds a Ph.D. in American Studies with coursework in Historic Preservation from the University of Pennsylvania and a B.A. in Art History and History with coursework in Historic Preservation from the University of Delaware. She wrote her dissertation on an NRHP eligible district in Pennsylvania and has conducted field and archival research in Delaware, New Jersey, Virginia, and Ontario. She has taught history and architectural history for many years at secondary and college levels.

Education

2002 Ph.D., University of Pennsylvania
1991 Ed.M., Harvard University
1991 A.M., Brown University
1984 B.A., University of Delaware

Professional Experience

2004 - Present	A.D. Marble & Company, Inc.	<i>Architectural Historian</i>
2000- Present	Delaware College of Art and Design	<i>Academic Studies Area Coordinator</i>

Documentation Experience

2004	Roanoke, Virginia
2003	Cornwall, Ontario
1999-2002	Delaware, Chester, and Mifflin Counties, Pennsylvania
1998	Wilmington, Delaware
1982-1984	New Castle County, Delaware

Educational Experience

Fall 2004	Historic Preservation, University of Pennsylvania
Summer 2004	ACHP Section 106 Training, Washington D.C.

David L. Weinberg

Archaeologist

Mr. Weinberg is experienced in directing and conducting all phases and aspects of archaeological excavations, including research, laboratory techniques, processing and curation. He has experience in soil characterization and site cartography. He is skilled in field, studio and architectural photography. Mr. Weinberg has authored and co-authored cultural resources management reports for municipal, state and federal agencies as well as for private sector undertakings. These projects have included highway planning, construction and expansion, bridge replacements, wetland mitigation, reservoir planning, residential and commercial development, and wastewater treatment systems construction. Mr. Weinberg is also experienced with the preparation of NHPA, Section 106, and ARPA documents. Areas of special interest include nineteenth century burial practices and historic ceramics analysis.

Education

1984 B.A., Anthropology/Archaeology, Geology (minor), University of Delaware

Professional Experience

1997 - Present	A.D. Marble & Company, Inc.	<i>Archaeologist</i>
1990 - 1997	MAAR Associates, Inc.	<i>Project Manager/Research Associate/Supervisor</i>
1987 - 1990	John Milner Associates (JMA)	<i>Supervisor/Cartographer</i>
1987	WAPORA, Inc.	<i>Archaeologist</i>
1984 - 1986	Thunderbird Archaeological Associates	<i>Archaeologist</i>
1985	Louis Berger & Associates	<i>Cartographer/Archaeologist</i>
1982	State of DE, Dept. of Natural Resources & Environmental Control	<i>Archaeologist</i>

Certifications

2002 OSHA Hazardous Waste Operations (8 hour refresher)
1997 OSHA Hazardous Waste Operations (40 hour)
1997 OSHA Hazardous Waste Operations Supervisor (8 hour)

Professional Affiliations

Archaeological Society of New Jersey
Eastern States Archaeological Federation
Middle Atlantic Archaeological Conference
Historical Society of Chester County

Scott A. Emory
Archaeologist, Principal Investigator

Mr. Emory has over twelve years of experience in terrestrial and submerged cultural resources management. He has directed Phase I, II and III projects which ranged from a one- to eight-person crew. He has completed historical and archival research; artifact conservation, identification, and cataloguing; report preparation; and environmental assessment of sites. Mr. Emory is very familiar with archival research having utilized state archive facilities in Maryland, Virginia, Pennsylvania, Delaware and New Jersey, as well as the National Archives and Naval Historical Center.

Education

2000 M.A., Maritime History/Nautical Archaeology – East Carolina University

1991 B.A., Anthropology – University of Delaware

Professional Experience

2001 - Present	A.D. Marble & Company, Inc.	<i>Principal Investigator, Archaeologist</i>
1998 - 2000	McCormick, Taylor and Associates, Inc.	<i>Field Director</i>
1998	Parsons-Engineering Science, Inc.	<i>Field Technician</i>
1997	Dames and Moore	<i>Field Director</i>
1997	John Milner and Associates, Inc.	<i>Field Technician</i>
1997	Tetra Tech, Inc.	<i>Field Director</i>
1997	Vinyard Shipbuilding Company	<i>Principal Investigator</i>
1996	John Milner and Associates, Inc.	<i>Field Technician</i>
1995	L'Hermine Wreck Investigation	<i>Field Technician</i>
1995	Stonewall Wreck Excavations	<i>Field Technician</i>
1995	Parsons-Engineering Science, Inc.	<i>Field Technician</i>
1994	Hunter Research, Inc.	<i>Field Technician</i>
1993	Mid-Atlantic Archaeological Resource Associates, Inc.	<i>Field Technician</i>
1992 - 1993	Cultural Heritage Research Services, Inc.	<i>Field Technician</i>
1992	Parsons-Engineering Science, Inc.	<i>Field Technician</i>
1989 - 1992	University of Delaware Center for Archaeological Research	<i>Field Technician</i>

Publications

“Caught Between Wood and Steel: The Vinyard Shipbuilding Company,” Fully, Freely & Entirely. Delaware Heritage Commission, Winter 1997.

“Shipwrecks? We Don’t Need No Stinking Shipwrecks!,” Stem to Stern, East Carolina University, Fall 1997.

Professional Affiliations

Divers Alert Network

Middle Atlantic Archaeological Society

National Association of Underwater Instructors (Inst. #10190)

International Association Nitrox & Technical Divers (#10852)

Archaeological Society of Delaware

Steamship Historical Society of America

Travis Beckwith

Architectural Historian

Travis has over five years of experience in the field of historic preservation and public history. His experiences include historic resources surveys, primary historic research, historic structures rehabilitation, historic downtown revitalization, Determinations of Eligibility, Determinations of Effect, and Native American consultation. He successfully completed over 100 Section 106 investigations in Maine, New Hampshire, Connecticut, Massachusetts, New Jersey, New York, Pennsylvania, Maryland, West Virginia, Virginia, Delaware, and Michigan. Travis exceeds the professional qualifications for Architectural Historians as outlined in 36 CFR Part 61.

Education

2001 M.A., Colorado State University, History/Historic Preservation

1997 B.A., University of Maine at Farmington, History

Professional Experience

2003-2004	A.D. Marble & Company, Inc.	<i>Architectural Historian</i>
2001-2002	BL Companies, Inc.	<i>Architectural Historian</i>
2001	Colorado Cooperative Extension	<i>Archivist, Weld County Records Management Project</i>
2000	EHT Tracerics, Inc.	<i>Research Historian</i>
1999	Maine Preservation, Inc.	<i>Intern, Maine's Most Endangered Properties</i>

Publications

2002	"Historic Preservation Tax Incentive Program: Tools for Investing in Your Borough." <i>Pennsylvania Borough News</i> April 2002.
2002	"Meriden as it Was-A Brief History of Meriden, Connecticut." <i>Meriden City Center Initiative, a Comprehensive Plan for Revitalization</i> . Meriden Connecticut.